

DECLASSIFIED

PF12/VP40/223:wek

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Ser:025

8 MAR 1967

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(Unclassified upon removal of enclosure 3 and annex 1 to enclosure 5)

From: Commanding Officer, Patrol Squadron FORTY
To: Chief of Naval Operations (OP-05A5G)

Subj: Command History

Ref: OPNAVINST 5750.12

Encl: (1) Contains Command Histories previously submitted for calendar year 1966.
(2) Chronology of outstanding events.
(3) Basic Narrative.
(4) Conclusions and recommendations.
(5) Documentary Annexes.

1. Reference (a) states that commands submitting semi-annual reports presenting a comprehensive record of activities should submit copies of such reports together with amplifying or complementary information as appropriate to cover the history of the command for the calendar year. Two historical reports were submitted during 1966, copies of which are included as enclosure (1). Enclosures (2) through (4) present supplementary information concerning the history of VP-40 during calendar year 1966 and is submitted in accordance with reference (a).

H. E. LONGINO

Copy to:

→ CNO (OP-09B9)

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Enclosure (5) For official use only RHC

Unit

Patrol Squadron FORTY

Signature of Commanding Officer or authorized representative

Period Covered (From - To)

1 Oct 1965 - 31 Mar 1966

Date Forwarded

H. J. HINDEN

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and forward original to the Office of the Chief of Naval Operations, Op-05ASG, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

blanks, using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

2. Commanding Officer

C.O. relieved if command changed this period

Date of change

3. PERSONNEL ON BOARD

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

OFFICER

AVIATORS

AIR PILOTS

OTHER

TOTAL

37

17

54

ENLISTED

0

355

355

CIVILIAN

0

0

0

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

1. Conduct ASW Operations & submarine-sighting investigations.
2. Conduct surveillance and barrier patrols as directed.
3. Provide support for the ROEVE of ships; air search and patrol.
4. Conduct training as set forth by COMFAIRWING FOURTEEN/EIGHT or higher authority.

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

COMFAIRWING FOURTEEN (CTG 31.4) 1 Oct 65 - 15 Mar 66

COMFAIRWING EIGHT (CTG 72.3) 15 Mar 66 - 31 Mar 66

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
1 Oct 65 - 15 Mar 66	Patrol Squadron FORTY homeported at U. S. Naval Air Station North Island, San Diego, California 92135
15 Mar 66 - 31 Mar 66	Patrol Squadron FORTY deployed to U. S. Naval Station, Sangley Point, Republic of the Philippines.

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

Patrol Squadron FORTY participated in the following exercises off the coast of Southern California: SUBASWEX 3-65 (conducted by CFAW-14), 9-19 November 1965, along with four other Patrol Squadrons, the Canadian Maritime Patrol Squadron 402, USS SNOOK (SSN 592), USS CHARR (SS328), USS SEGUNDO (SS 398), USS RATON (AGSS 270), USS ROCK (AGSS 274), and USS BLUEGILL (SS 242); and ASWEX 16-65 (conducted by COMDESDIV 152), 6-7 October 1965, in conjunction with various VP, VS, HS, and surface units, and USS REDFISH (AGSS 395).

Patrol Squadron FORTY participated in Market Time operations off the coast of the Republic of Vietnam 10-26 Mar 1966 under the operational control of Commander Coastal Surveillance Force, South Vietnam (CTF 115).

Enclosure (1)

8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

The following awards were issued/received during this reporting period:

12 Patrol Plane Commander designations: [REDACTED]

12 Patrol Plane Tactical Coordinator designations: (b) (6)

31 ASW Aircrewman designations: See attached list.

Sailor of the Month Award: [REDACTED] (b) (6)

91 Air Medals: See attached list.

Vietnam Service Medal: Patrol Squadron FORTY*

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

06-07 Oct 65 ASW training with USS REDFISH (AGSS 395)

08-10 Oct 65 One aircraft deployed aboard the USS SALISBURY SOUND (AV-13) at Oak Harbor, Washington.

12-13 Oct 65 ASW training with the USS REDFISH (AGSS 395)

19 Oct 65 ASW training with the USS POMODON (SS 486)

13 Nov 65 ASW training with the USS BREAM (SS 243)

5 Dec 65 ASW training with the USS POMERET (SS 391)

04-05 Jan 66 ASW training with the USS POMODON (SS 486)

26-27 Jan 66 One aircraft deployed aboard the USS SALISBURY SOUND (AV-13) at Oak Harbor, Washington.

31 Jan-2 Feb 66 ORI with the USS CATFISH (SS-339)

07-08 Feb 66 ASW training with the USS REDFISH (AGSS 395)

09-26 Mar 66 Two aircraft deployed aboard the USS PINETISLAND (AV-12) at Buckner Bay, Okinawa.

10-26 Mar 66 One to five aircraft deployed aboard the USS SALISBURY SOUND (AV-13) at Cam Ranh Bay, Republic of Vietnam.

20-23 Mar 66 ASW training with the USS BREAM (SS 243)

29-31 Mar 66 ASW training with the USS BREAM (SS 243)

* Authorized for aircrews who actually conducted flight in entitlement area during the period 4 July - 27 August 1965.

Unit

Period Covered (From - To)

1 Oct 1965 - 31 Mar 1966

PART II - SHIPS

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

[illegible]

2. AIR UNITS ON BOARD OR TENDED (Omit component squadrons when an Air Group is on board.)

PERIOD	UNIT	PERIOD	UNIT
NA			

3. Miloz returned

4. Ship's fuel consumed

Aviation fuel consumed

CARRIER LANDINGS AND CATAPULT LAUNCHINGS: Give date upon which even thousands were reached, cumulative from original commissioning when possible, but if from other event as recommissioning or conversion, should so state. May include a breakdown as desired. For some numbers it will be of interest to note, also, the air unit, plane type, and pilot involved.

5. Carrier landings

6. Catapult launchings

NA

PART III - WINGS AND GROUPS: List units on board, including detachments; give dates when only part of report period is involved, otherwise use "entire" or "all".

[illegible]

PART IV - SQUADRONS

2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	October	448.4	112	January	633.8	123
	November	449.6	104	February	420.8	106
	December	408.3	103	March	814.8	122

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

Unit Patrol Squadron FORTY	Period Covered (From - To) 1 Apr 1966 - 30 Sept 1966
Signature of Commanding Officer or authorized representative	Date Forwarded

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and forward original to the Office of the Chief of Naval Operations, Op-05ASG, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

2. Commanding Officer

H. E. LONGINO

C.O. relieved if command changed this period

H. J. HINDEN

Date of change

10 June 1966

3. PERSONNEL ON BOARD

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

	AVIATORS	AIR PILOTS	OTHER	TOTAL
OFFICER	38		19	57
ENLISTED		0	390	390
CIVILIAN			0	0

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

1. Conduct ASW operations & submarine-sighting investigations.
2. Conduct surveillance and barrier patrols as directed.
3. Provide support for the SORTIE of ships, air search and patrol.
4. Conduct training as set forth by COMFAIRWING FOURTEEN/EIGHT or higher authority.

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

COMFAIRWING EIGHT (CTG 72.3) 1 Apr - 10 Aug 1966/ COMFAIRWING FOURTEEN (CTG 31.4)
COMFAIRWING TEN (CTG 72.3) 10 Aug - 1 Sept 1966/ 1 Sept - 30 Sept 1966

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
1 Apr 66-1 Sept 66	Patrol Squadron FORTY deployed to U. S. Naval Station, Sangley Point, Republic of the Philippines.
1 Sept 66-30 Sept 66	Patrol Squadron FORTY homeported at U. S. Naval Air Station, North Island, San Diego, California 92135

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

Patrol Squadron FORTY participated in the following exercise in the South China Sea: SEATO Exercise SEA IMP 23 - 29 May, jointly with the RAF and RAAF Squadrons, USS RATON (270), USS SEGUNDO (398), USS POMFRET (391), British Submarine ANDREW, OBERON, ADRIGA, and U. S. Destroyers USS WORDEN (18), USS RAUSELL (845). Patrol Squadron FORTY participated in Market Time operations of the coast of The Republic of Vietnam.

8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

The following awards were issued/recieved during this reporting period:

5 Patrol Plane Commander designations: (b) (6)

1 Patrol Plane Tactical Coordinator designation: (b) (6)

11 ASW Aircrewman designations: See attached list.

Sailor of the Month Award: (b) (6)

26 Air Medals: See attached list.

1 Secretary of Navy Commendation: (b) (6)

1 Navy Expeditionary Medal: (b) (6)

6 Navy Commendation Medals: (b) (6)

Vietnam Service Medal: Patrol Squadron FOURTY *

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

* Authorized for aircrews who actually conducted flight in entitlement area during the period 4 July 1965 - 30 September.

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Period Covered (From - To)

1 Apr 1966 - 30 Sept 1966

PART 11 - SHIPS

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

[illegible]

2. AIR UNITS ON BOARD OR TENDED (Omit component squadrons when an Air Group is on board.)

PERIOD	UNIT	PERIOD	UNIT
NA			

3. Miles steamed

4. Ship's fuel consumed

Aviation fuel consumed

CARRIER LANDINGS AND CATAPULT LAUNCHINGS: Give date upon which even thousands were reached, cumulative from original commissioning when possible, but if from other event as recommissioning or conversion, should so state. May include a breakdown as desired. For some numbers it will be of interest to note, also, the air unit, plane type, and pilot involved.

5. Carrier landings

6. Catapult launchings

NA

PART III - WINGS AND GROUPS: List units on board, including detachments; give dates when only part of report period is involved, otherwise use "entire" or "all".

[illegible]

DATE FIRST RECEIVED

15 March 1966

1 September 1966

[illegible]

143

941

33

DEPARTED

DEPARTED

NA

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

Chronology of Outstanding Events

1 Jan 1966 - 10 June 1966 --	Commanding Officer was Commander H. J. HINDEN, USN.
10 June - Present --	Commanding Officer is Commander H. E. LONGINO, USN.
15 Mar 1966 - 1 Sept 1966 --	Patrol Squadron FORTY deployed from Naval Air Station North Island to Naval Station Sangley Point, Republic of the Philippines.
1 Sept 1966 - 31 Dec 1966 --	Patrol Squadron FORTY operated from Naval Air Station North Island under operational and administrative control of Commander Fleet Air Wing Fourteen.

Enclosure (2)

BASIC NARRATIVE

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I. Command Organization and Relations

A. Commanding Officers and Dates of Command: From 1 Jan to 10 June 1966, the Commanding Officer was CDR H. J. HINDEN. CDR H. E. LONGINO relieved CDR H. J. HINDEN on 10 June 1966 and served as Commanding Officer throughout the remainder of 1966

B. Home Port: Patrol Squadron FORTY is permanently stationed at U. S. Naval Air Station North Island.

C. Mission of Command: The mission of this command is to conduct anti-submarine warfare operations and submarine sighting investigations; to conduct surveillance and barrier patrols as directed; provide support for the SORTIE of ships, air search and patrol; to conduct training as set forth by COMPAIRWING FOURTEEN or higher authority.

D. Composition of Command: From 1 Jan 1966 to 14 Mar 1966, this command had 12 SP5B aircraft assigned; from 15 Mar 1966 to 31 Aug 1966 15 SP5B aircraft assigned; and from 1 Sept 1966 to 31 Dec 1966 12 SP5B aircraft assigned. As of 31 Dec 1966, this command numbered 62 officers of which 39 are aviators and 365 enlisted men.

II. Operations and Activities

A. Deployment: On 15 Mar 1966, Patrol Squadron FORTY relieved Patrol Squadron FIFTY at U. S. Naval Station Sangley Point, Republic of the Philippines and came under the operational command of COMPAIRWING EIGHT (CTG 72.3). This deployment was in direct support of forces in the South China Sea, Taiwan and Viet Nam. On 28 through 24 March a

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detachment (Note 1) operated from the seadrome in Cam Ranh Bay, Viet Nam in direct support of Operation Southwind, an offensive Anti-Submarine Warfare training operation. Seadrome operations were continued on 3 through 10 April in Cam Ranh Bay from the USS Pine Island (AV-12). Red and Blue "Market Time" tracks were flown (see Annex 1). Seadrome Operations were conducted in Buckner Bay, Okinawa from the USS Salisbury Sound (AV-13), from 11 April to 22 April and 30 April to 3 May. Ocean surveillance patrols were flown through the Straits of Taiwan. From 14 May to 3 June seadrome operations returned to Cam Ranh Bay where the Red and Blue "Market Time" tracks were flown from the USS Salisbury Sound (AV-13). On 28 May SEATO Exercise SEA IMP, conducted by Commander Patrol Force Seventh Fleet, as Deputy Exercise Director/Maritime Air Commander, commenced from Manila Bay (Note 2). At Mid Ocean Break on 30 May, the six participating aircraft from Patrol Squadron FORTY flew from Sangley Point to Cam Ranh Bay seadrome where exercise flights continued until 3 June. On 10 June Commander H. E. LONGINO relieved Commander H. J. SHIBEN as Commanding Officer of Patrol Squadron FORTY. From 10 July to 9 August a detachment operated with the USS Salisbury Sound from Cam Ranh Bay again flying "Market Time" Red and Blue Tracks. Special surveillance flights were conducted from 15 to 21 July for suspected infiltration. On 1 September Patrol Squadron FORTY returned from deployment to U. S. Naval Air Station North Island, San Diego, California. This Command participated in COMFUEK (32-66), an intertype training exercise conducted by COMFIRSTFLT, 7 to 10 October and Baseline II, conducted by COMFIRSTFLT, 14 to 21 October, off the coast of Southern California.

Note (1) Detachments varied from 4 to 9 aircraft depending upon the

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Enclosure (3)

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operational requirements.

Note (2) Exercise SEA IEP was a joint British, Australian and U. S. Navy exercise. Forces assigned Commander Fleet Air Wing Eight (TF 319.4.2) were three Shackleton aircraft from No. 205 Squadron RAF, four P2E aircraft from No. 11 Squadron RAAF, and six SP5B aircraft from Patrol Squadron FORTY USN. This unit conducted long range maritime patrol, giving ASW and surface raider protection to a convey of naval vessels.

B. Number of Hours Flown:

<u>MONTHS</u>	<u>HOURS FLOWN</u>	<u>NUMBER OF FLIGHTS</u>
January	633.8	123
February	402.8	106
March	814.8	122
April	979.6	163
May	1097.9	168
June	863.6	148
July	986.5	143
August	508.8	94
September	96.9	33
October	407.7	103
November	489.1	109
December	353.5	98
TOTAL	7635.2	1410

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Enclosure (3)

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C. Awards, Medals, and Commendations

1. The below named officers and enlisted personnel were awarded the Air Medal:

(b) (6)



2. The below named officers and enlisted personnel were awarded the Navy Commendation Medal:

(b) (6)



3. The below named officer and enlisted man were awarded the Secretary of the Navy Commendation:

(b) (6)



D. Notable Achievements: In September of 1966, Commander Fleet Air Wing Pacific Fleet promulgated new directives for the numerical computation of the operational readiness of Patrol Squadrons. Since this time the numerical operational readiness index of VP-40 has improved each month and at the end of 1966 VP-40 was ranked first among the three remaining sea-plane squadrons in the Navy.

CONCLUSIONS

1. The SP5B, now programmed for phase out of the Navy's arsenal of weapons, once again proved its value and effectiveness during this period by its capability to operate from advance bases established by seaplane tenders in the open ocean waters immediately adjacent to the combat area war zones in South Viet Nam. Because of age, slow speed, and maintenance problems (corrosion among others) the SP5 is gradually being replaced by the newer, faster, land based P-3 aircraft. VP-40 will make the last deployment to the Philippines/S. E. Asia in the SP-5B during the period of February to May 1967 after which time deployed seaplane operations will terminate.

Enclosure (4)

DOCUMENTARY ANNEXES

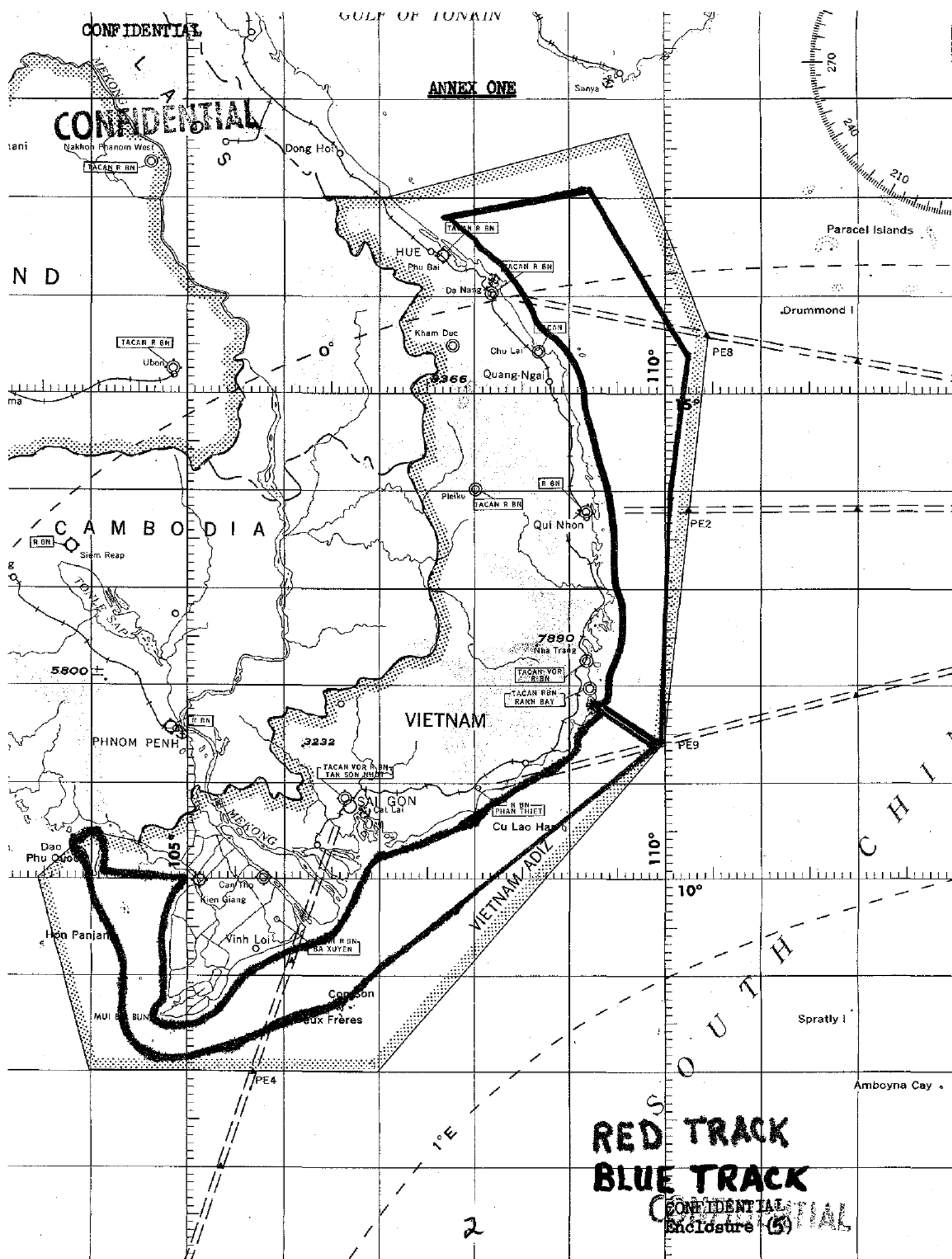
ANNEX 1: SP-5B Navigation Track for seaplane patrol operations
off the coast of South Viet Nam. (CONFIDENTIAL)

ANNEX 2: Designations during calendar year 1966.

ANNEX 3: Patrol Squadron FORTY officers and enlisted men.

Enclosure (5)

CONFIDENTIAL
Enclosure (5)



ANNEX 2

DESIGNATIONS

1. The below named officers were designated Patrol Plane Commanders:

CDR J. P. SMOLINSKI

(b) (6)

(b)

2. The below named officers were designated Patrol Plane Tactical Coordinators:

(b)
(6)

(b) (6)

3. The below named enlisted men were designated ASW Aircrewman:

(b) (6)

A VIVE A S

CDR H. E. LONGINO

CDR J. F. SMOLINSKI, JR.

(b) (6)

(b) (6)

(b) (6)

4

Enclosure (5)

ANNEX 4

PATROL SQUADRON FORTY
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA 96601

SQUADRON ROSTER

MONTH OF JANUARY
1967

# NAV LIC NAME	SERVICE NUMBER	RATE	PRI/SEC NEC	ASSIGN- MENT	RTD	EAOS	SEC	COM RATS
(b) (6)	ATN3		0000/8259	Line	11/67	11/67	S	*
	ATN2		6527/8272	AMD C	02/67	09/68	S	*
	BN		2500/0000	Ops.	03/67	03/67	S	
	AX3		0000/0000	AMD C	03/69	03/69	S	
	PR1		0000/9588	Av/Equip	11/68	11/68	C	
	AE2		7166/0000	Line	12/67	12/67	C	
	ATR3		0000/0000	AMD C	03/69	03/69		
	ADR2(AC)		0000/8257	140	04/67	06/69	S	
	TN		0000/0000	BOQ	08/70	08/72		
	ABH1		0000/0000	B.C.	12/68	06/71	C	
	AMS2		8351/0000	Line	06/69	09/71	C	*
	AX3		0000/8259	Avionics	07/67	07/67	S	*
	HM2		0000/0000	Disp.	09/67	09/67		*
	AMSAN		0000/0000	1st LT.	02/67	08/71	C	*
	PR3		0000/0000	AMD Para.	12/67	08/72	C	*
	ADR2(AC)		0000/8257	P/P	01/68	01/68	C	
	AN		7040/0000	B.C.	10/69	10/69	C	
	AO3(AC)		0000/8286	Line	02/68	02/68	S	
	AN		6500/0000	Avionics	06/69	06/69		
	ATR2		6634/8351	AMD C	05/67	05/67	S	
	SD2		0000/0000	BOQ	10/69	07/70		
	ATN2		6677/8269	Line	03/68	03/68	S	*
	AX2(AC)		0000/8273	Line	03/67	09/72	S	*
	AE3		0000/8259	Line	10/68	10/68	S	*
	AXAN		0000/8259	Line	12/68	12/68	S	*
	SD2		0000/0000	BOQ	09/68	09/68		
	AN		6420/0000	NS Supply	12/68	12/68	C	
	AEAN		0000/0000	1st LT.	10/69	10/69		
	AX2(AC)		6526/8271	Line	04/67	04/67	S	*
	AN		6800/0000	Galley	08/69	08/69	C	
	AZ2		0000/0000	Maint.	01/68	01/68	C	*
	AN		6410/0000	Galley	08/67	08/67	C	
	AN		6800/0000	Ord.	08/67	08/67	S	*
	TN		0000/0000	BOQ	02/68	07/69		
	ADR3		0000/8259	140	03/67	03/67		*
	AO1(AC)		0000/8286	Line	12/67	12/70	S	*
	AX3		0000/0000	AMD C	05/68	05/68		
	ADRAN		0000/0000	D.D.	07/67	07/67		
	AX3(AC)		0000/8271	Avionics	09/67	09/67	S	
	ADRAN		0000/8259	AMD P/P	04/67	04/67	C	
	AX1		6526/0000	Avionics	08/68	08/68	S	*
	AX3		0000/8269	Line	02/67	02/67		*
	PH3		0000/0000	Photo Lab	01/67	01/67		*
	ATR3		0000/8265	Line	01/68	01/68	S	
	AX2		0000/0000	AMD C	04/69	04/69	S	*
	ATRAN		6529/8274	Line	08/67	08/67	C	
	AN		0100/0000	1st LT.	02/68	02/68		*
	ATRAN		0000/0000	Line	08/68	08/68	S	*
	ATR2		0000/8274	Line	02/68	02/68	S	*
	CS1		0000/0000	Galley	10/68	06/72		*
	AA		7100/0000	B.C.	09/68	09/68		

SD3	0000/0000	BOQ	12/69	12/69		
AE1	0000/0000	Elect Sh.	11/67	04/69	S	*
DK2	0000/0000	NAS Disb.	06/68	01/69	C	*
SD2	9013/0000	BOQ	12/67	07/71		
ADR3	0000/8259	Line	11/67	11/67	S	*
ATCS	8324/0000	Avionics	12/67	12/67	S	*
AN	7100/0000	AMD C	08/69	08/69	C	
AME2	0000/0000	Av/Equip	06/71	05/69	C	
AX3	0000/8274	Line	02/68	02/68	S	*
SN	2500/0000	Admin.	01/69	01/69	C	
AMH3	0000/8259	llo	10/67	10/67	C	
AN	6800/0000	Ord.	12/67	12/67		
SDC	0000/0000	BOQ	11/67	05/69		*
AA	7210/0000	A/F	10/69	10/69		
AE2	0000/8272	Line	11/67	05/71		*
AMS3	0000/0000	A/F	07/68	07/68	C	
ATN2(AC)	6677/8269	Line	08/67	08/67	S	*
AME3	0000/0000	Av/Equip	04/68	04/68		
ADR3	0000/0000	P/P	09/67	09/67	C	
AN	6610/0000	Ops.	03/69	03/69	S	
AE3	0000/8269	Line	01/68	01/68	S	
ATR3	0000/0000	Avionics	03/68	05/72		*
AX3	8303/8277	Line	08/67	08/67	S	*
AMS3	0000/0000	llo	03/69	03/69	C	
ADRAA	0000/8259	B.C.	12/67	12/67		
AX2(AC)	0000/8271	Line	09/67	01/72	S	*
ATN2(AC)	0000/8265	AMD C	02/68	12/69	C	*
AE2	7136/0000	Elect Sh.	10/69	07/72		*
AE3	0000/8269	AMD C	01/68	01/68		*
AX2	0000/8274	AMD C	10/67	10/67	S	
AN	6500/0000	1st LT.	08/67	08/67	C	
AN	6500/0000	Avionics	08/67	08/67	C	
AX3	0000/0000	Line	11/68	11/68	S	*
ADRC	0000/0000	P/P	08/69	10/70	C	*
SN	2100/0000	Ops.	01/69	01/69	S	
ATN3	0000/8265	Line	11/67	11/67	S	
AE3	0000/8259	Line	10/68	10/68	S	*
ADRI(AC)	0000/8257	Line	11/67	11/67	C	*
CSC	0000/0000	Galley	10/67	11/69		*
ADRAN	0000/0000	1st LT.	12/68	12/68		
AA	6610/0000	Avionics	03/69	03/69		
AXC(AC)	6529/8278	Avionics	12/68	10/70	S	*
AZI	0000/0000	Maint.	03/68	09/70		*
AMS3(AC)	0000/8286	Line	04/67	04/67		*
AKAN	0000/0000	Mat.	11/69	11/69	S	*
AO2(AC)	0000/8286	Line	05/69	05/69	S	*
AMH2	8303/8257	Line	10/69	05/70	C	*
ATN3	0000/8265	Line	01/68	01/68	C	*
AO3	0000/8286	AMD Ord.	01/67	01/67	C	
PNC	0000/0000	Pers.	07/67	05/69	S	*
ATR3	0000/8271	Line	03/68	03/68	S	
ATR3	0000/0000	AMD C	01/68	01/68	S	*
AN	6300/0000	Q.C.	10/68	10/68	C	
ATN2(AC)	6677/8265	Avionics	07/67	07/67	S	
AN	7210/0000	A/F	06/69	06/69	C	
AX1(AC)	0000/8265	Ops.	11/67	11/67	S	*
AN	7040/0000	Spec Ser	03/67	03/67	S	
AX2	0000/0000	llo	06/67	06/67	S	*
SD2	0000/0000	BOQ	11/67	08/72		

(b) (6)

ATC	6634/0000	Avionics	12/68	12/68	S	*
ADR3(AC)	0000/8257	Line	10/68	08/71	C	*
AMH1	0000/8286	140	08/68	07/69	C	*
AN	7040/0000	B.C.	07/69	07/69		
AT1(AC)	0000/8265	Line	06/68	01/70	S	*
AN	7210/0000	Line	02/68	02/68	C	
ATR2	0000/8259	Line	06/69	06/59		*
AN	6420/0000	P/P	07/69	07/69	C	
AN	6300/0000	140	09/67	09/67	C	
AEG(AC)	8318/9513	Maint.	12/69	12/69	S	*
AMH3	0000/8286	Line	10/67	10/67	S	*
AN	7910/0000	1st LT.	06/69	06/69		
TN	0000/0000	BOQ	06/72	06/72		
ABH2	0000/0000	1st LT.	02/68	12/70	C	*
AMH3	0000/0000	Line	04/68	04/68	C	
CS2	0000/0000	Galley	02/67	06/71		*
PR3	0000/0000	AMD Para	08/69	08/69	C	
ADRAN	0000/0000	1st LT.	07/67	07/67		
AA	6800/0000	AMD Ord.	07/68	07/68	C	
CS3	0000/0000	Galley	04/67	04/67	C	
AA	6420/0000	Galley	11/67	11/67	C	
AMHAN	0000/0000	A/F	09/68	09/68		
ATN3	0000/0000	Line	10/67	10/67	S	*
AN	6410/0000	140	10/67	10/67	C	*
AMS1	0000/8259	140	10/68	12/70	C	*
AX3(AC)	0000/8269	Line	01/68	01/68	S	*
SN	2200/0000	1st LT.	12/68	12/68	C	
AZ2	0000/0000	Maint.	04/68	04/68	C	*
AXC(AC)	0000/8269	Line	02/68	03/71	S	*
ATN3	6677/8265	Line	04/67	04/67	S	
AE3	0000/0000	AMD Elect	08/68	08/68	C	
AMS2	7224/0000	140	08/67	08/67	C	*
ADR3	0000/8259	140	08/67	08/67		*
AMS3	0000/0000	A/F	12/68	12/68	C	
AX2	0000/0000	Line	06/69	06/69	S	*
AO2	6868/8286	Q.C.	01/69	09/71	S	*
AMS2	0000/8286	Line	08/68	07/72	C	*
AX1(AC)	0000/8274	Line	03/68	03/68	S	*
AMSC	0000/8257	Line	02/69	07/71	S	*
ADRI	0000/8259	P/P	07/68	07/68	C	*
RD1(AC)	6699/8265	Line	03/67	03/67	C	*
ABH2	0000/0000	BMAA	10/69	10/69		*
AT1(AC)	8303/8271	AMD C	03/68	11/70	S	*
ATN3	0000/0000	AMD C	07/67	07/67	S	*
CS3	0000/0000	Galley	01/68	01/68		
ATR2	0000/8265	AMD	07/67	07/67	S	
PHAN	0000/0000	1st LT.	11/69	02/70	S	
SN	2500/0000	Admin.	09/69	09/69	S	
AOAN(AC)	0000/8286	Line	12/67	12/67	S	*
ABHC	0000/0000	1st LT.	04/67	04/67	S	*
AX3	0000/0000	Avionics	09/67	09/67		
AX2	6526/0000	Avionics	08/69	02/71	S	*
HM3	0000/0000	Disp.	05/69	05/69		
ASH2(AC)	0000/8257	140	11/67	11/67	C	*
ASM3(AC)	0000/8257	Line	04/67	04/67	C	*
AN	6800/0000	Line	02/68	02/68	C	
AO1	0000/8286	Ord.	12/69	12/69	S	*
AK3	0000/0000	Mat.	04/68	04/68	C	*
ADRAN	0000/0000	140	06/68	06/68	C	

AMS2	0000/0000	140	01/68	01/68		*
AMH2(AC)	0000/0000	Line	08/67	08/67	C	*
ABH3	0000/0000	B.C..	09/67	09/67	C	*
AN	6800/0000	Ord.	02/69	02/69	C	*
AN	6420/0000	P/P	09/67	09/67	C	
ATN2	0000/8265	Line	08/69	12/70		*
ADRN	0000/0000	140	03/68	03/68	S	*
SA	2100/0000	Ops.	10/69	10/69	S	*
AX3	0000/0000	Avionics	04/69	04/69	S	
EN3	0000/0000	Ops.	09/67	09/67	S	*
AE3	0000/8259	Line	10/67	10/67	C	*
SD2	0000/0000	BOQ	12/67	03/72		
AN	6900/0000	1st LT.	11/67	11/67	S	
AOAN	0000/0000	Ord.	10/69	10/69	S	
AN	7100/0000	Elect.	12/67	12/67	C	
AX3	0000/0000	Avionics	09/67	09/67	C	*
ADRN	0000/0000	Galley	03/68	03/68	S	
ATR2(AC)	8319/0000	Line	05/68	05/68	S	
ADR2	0000/0000	Line	04/68	04/72		*
AX2(AC)	6526/8274	Line	12/67	01/70	S	*
AX3	0000/8259	Line	08/68	08/68	S	
AN	6800/0000	Ord.	10/67	10/67	S	
PN3	0000/0000	Pers.	10/67	10/67	S	
AE2	0000/8278	Elect Sh.	05/69	01/72		*
ADRL(AC)	0000/8258	P/P	02/69	02/69	S	*
AX3(AC)	0000/8271	Line	01/67	01/67	S	*
ADRL	6492/0000	P/P	12/67	05/70	C	*
AMS1(AC)	8324/8286	Q.C.	08/68	07/70	S	*
ASM2	0000/8257	Mat.	09/68	03/71	S	*
AE2(AC)	0000/8265	Elect.	06/68	06/68	S	*
AX1(AC)	0000/8265	Q.C.	12/67	04/70	S	*
AT1(AC)	0000/8273	Avionics	12/67	06/71	S	*
ATR3	0000/0000	Avionics	03/69	03/69	S	
AN	6420/0000	Line	12/67	12/67	C	
AXAR	0000/0000	1st LT.	10/68	10/68		
AE3	0000/8269	Line	12/67	12/67	C	*
AOAN	0000/0000	Line	10/69	10/69		
ATN3(AC)	0000/8265	Line	02/67	02/67	C	*
AO2(AC)	0000/8286	Line	03/68	09/70	S	*
AMS3	0000/0000	140	08/69	08/69	C	
AX3	0000/8269	Line	08/68	08/68	S	
AZ3	0000/0000	Maint.	10/67	10/67	C	*
AMHC(AC)	7224/8257	Q.C.	12/67	06/69	C	*
AX2	0000/8259	Line	12/67	03/71	C	*
ADR3	6432/8259	P/P	12/67	12/67	S	
AA	7100/0000	Elect Sh.	12/67	12/67	C	
AX3(AC)	0000/8274	Line	08/67	08/67		
ADR2(AC)	0000/8257	Line	09/67	09/67		
AO2	8319/8286	Ord.	07/67	07/67	S	*
SN	2200/0000	1st LT.	05/68	05/68		
ATR3	0000/8259	Avionics	07/68	07/68	S	*
AXC	0000/9501	Maint.	05/69	05/69	S	*
AX2	0000/8265	Line	08/68	08/68		*
AME3	0000/0000	Av/Equip.	02/69	02/69	C	
AX2(AC)	0000/8265	Ops.	05/67	05/67	S	*
AA	8100/0000	Photo Lab	09/69	09/69	C	
AX3	0000/8259	Avionics	12/68	12/68	S	
ADR3	6492/0000	P/P	09/67	09/67		*
ADRN	0000/0000	140	09/67	09/67	C	

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ADRAN	0000/0000	Line	07/67	07/67		
AX3	6526/8274	Line	06/68	06/68	S	
SA	0100/0000	B.C.	03/69	03/69	C	
AN	7100/0000	Elect Sh.	12/67	12/67	C	
AT1(AC)	6527/8265	Avionics	08/68	08/68	S	*
AX1	0000/8269	Line	10/69	10/69	S	*
ADRAN	0000/0000	P/P	12/67	12/67		
AEC	7136/0000	Elect Sh.	04/69	04/69		*
PNSN	0000/0000	Pers.	12/67	12/67	C	*
AE3(AC)	0000/8258	Elect Sh.	09/67	09/67	C	*
AX1(AC)	0000/8264	Avionics	03/68	03/68	S	*
AS1	0000/8259	Line	04/69	04/69	C	*
AMS 3	0000/8259	Line	09/67	09/67	C	
AFCM(AC)	0000/8262	LCPO	09/67	09/69	S	*
ABHAN	0000/0000	1st LT.	07/69	07/69		
SN	0100/0000	D.D.	02/67	02/67	C	*
AN	7210/0000	D.D.	12/67	12/67		*
AX2(AC)	6526/8271	Line	10/67	10/67	S	
AX3(AC)	0000/8265	Line	06/67	06/67	S	*
AO1(AC)	0000/8286	Ord.	09/68	04/70	S	*
AMS1	7222/0000	Line	03/70	05/72	C	*
HM2	0000/0000	Disp.	12/68	12/68	C	*
ADR2	0000/0000	AMD	09/69	09/69	C	
AO2(AC)	0000/0000	Line	02/69	02/69	S	*
AN	6630/0000	NAS Sup.	11/68	11/68	S	
AE2	0000/8269	Line	10/67	10/67	C	*
ADR2	8303/0000	P/P	01/67	01/71	C	*
AN	8000/0000	Mat.	09/69	09/69	C	
AE1	0000/8258	Elect Sh.	11/67	11/67		*
AN	6410/0000	P/P	02/69	02/69	C	*
AMS3	0000/8259	140	08/68	08/68	C	
AXAN	0000/0000	Line	07/69	07/69	S	
ADRC	0000/0000	Maint Tra	03/69	05/70	C	*
AMS1(AC)	0000/9588	E&T	12/67	12/67	C	*
AX3	0000/0000	AMD C	10/69	07/71	S	*
AMH3	0000/8259	AMD A/F	10/67	10/67	S	
AN	6630/0000	Avionics	08/69	08/69	C	
AT1	0000/8259	Line	09/68	04/71	S	*
AMH2	0000/8286	140	06/68	07/70	C	*
AN	8000/0000	Mat.	06/69	06/69		
AX2	6526/0000	AMD	07/67	07/67	S	*
AMH3	0000/0000	A/F	03/69	03/69	C	
AMS2	0000/8286	Line	12/67	10/70	S	*
AFCM	0000/0000	Maint.	10/67	10/70	S	*
AE1(AC)	0000/8265	Elect Sh.	05/67	07/71	S	*
AN	7040/0000	B.C.	12/67	12/67	S	*
ADR3	0000/0000	P/P	10/69	11/71		*
AO3(AC)	0000/8286	Line	07/67	07/67	S	*
AN	7040/0000	1st LT.	04/67	04/67	C	
ADR3	0000/0000	P/P	08/67	08/67	C	*
AN	7040/0000	B.C.	07/67	07/67	C	
AN	6420/0000	1st LT.	07/67	07/67	S	
AMS2(AC)	0000/8258	Line	06/67	06/67	C	
ATR3	0000/0000	Avionics	09/69	10/72	C	*
AX1(AC)	6526/8271	Line	03/68	08/69	S	*
AMH3	0000/8286	Line	01/68	01/68	C	*
AMSAN	0000/0000	140	10/68	10/68	C	
AN	7240/0000	B.C.	02/70	02/70		
ATN2	6677/8272	Line	01/68	01/68	S	*
TN	0000/0000	BOQ	11/69	11/72		

ADR3(AC)	8303/8257	Line	06/68	08/70	C	*
AEC	0000/0000	Line	03/69	02/72	S	*
AMH2(AC)	0000/8257	A/F	12/67	12/67	C	*
AX2(AC)	6527/8265	Line	08/69	06/72	S	*
AX3	0000/0000	Avionics	08/69	06/72	S	*
AE2	0000/0000	Elect Sh.	12/67	12/67	S	
AT1	6634/0000	Avionics	08/69	01/70	S	*
AX3	0000/0000	Avionics	02/67	11/72	S	
AN	6330/0000	Maint.	09/69	09/69	C	*
PNSN	0000/0000	GMT	07/67	07/67	C	*
AME3	0000/0000	Av/Equip	02/69	02/69	C	
AE3	0000/8259	Line	08/68	08/68	S	*
AE2	0000/8269	AMD EBU	06/68	06/68	S	*
AO3(AC)	0000/8286	Line	09/67	09/67	S	*
AX3	0000/0000	AMD C	05/69	02/71	S	
AN	6800/0000	Line	05/68	05/68	C	*
AMS2(AC)	0000/8286	Line	07/67	07/67	C	*
AMS1	0000/8259	A/F	04/67	04/67	C	*
AMS3	0000/8259	A/F	09/68	09/68	C	
AX1(AC)	6673/8272	Avionics	11/69	11/69	C	*
SN	2500/0000	Ops.	04/69	04/69		
AMS3(AC)	0000/8286	Line	04/67	04/67		*
ATR3	0000/0000	Avionics	03/69	03/69	S	*
YN2	0000/0000	Admin.	12/69	12/69	S	*
ADR3	0000/8259	140	09/67	09/67	C	*
SN	2500/0000	Ops.	09/68	09/68	S	
YN3	0000/0000	Pers.	02/67	10/68	S	
AN	7040/0000	B.C.	07/68	07/68		*
AN	6500/0000	Avionics	02/69	02/69	C	
AX2(AC)	6526/8274	Line	09/68	01/72	S	*
AX3	0000/8259	Line	09/68	09/68	S	*
AMHC(AC)	0000/0000	Maint.	09/69	10/70	C	*
AK1	0000/0000	Mat.	02/67	02/67	S	*
ADR2	0000/8259	P/P	04/69	10/70		*
AN	7100/0000	Elect Sh.	12/68	12/68	S	
PN2	0000/9588	Pers.	12/67	12/67	S	
ADRAN	0000/0000	NAS Mat.	10/68	01/71		*
ADR2	0000/8257	AMD EBU	06/68	02/70	C	*
ABHAN	0000/0000	1st LT.	08/68	08/68		
AX3	0000/0000	Avionics	10/68	10/68	C	*
AXC(AC)	0000/8274	Ops.	07/68	07/68	S	*
AMSAN	0000/0000	140	03/67	03/67	C	
AMH2	0000/8259	Line	04/69	06/71	C	*
ADR2(AC)	0000/8257	Line	04/68	05/70	C	
AN	7040/0000	B.C.	10/67	10/67	C	
ADRI(AC)	0000/8257	Line	08/68	08/72		*
ADRI(AC)	0000/8257	Line	12/68	12/68	C	*
AMH3	0000/0000	140	04/69	01/70	C	*
AX2	0000/0000	Avionics	05/67	08/72	S	
ATN3	0000/8272	NAS Mat.	01/68	07/69		
AMSAN	0000/0000	140	08/69	08/69	C	*
ADRI(AC)	0000/8257	Q.C.	03/68	11/70	C	*
AME3	0000/0000	Av/Equip	10/67	10/67		
AN	8000/0000	Mat.	06/68	06/68	C	
YN3	0000/0000	Admin.	02/67	03/67	S	*
AE1(AC)	0000/9501	Q.C.	12/67	07/70	S	*
AMH3	0000/0000	140	07/67	07/67	C	*
AA	6630/0000	Ops.	04/67	04/67	S	
AX3(AC)	0000/8269	Line	05/68	05/68	S	*

(b) (6)

AXAN	0000/0000	Galley	05/67	05/67		
ABHAN	0000/0000	B.C.	09/69	09/69		
ATR3	6526/8271	Line	03/68	03/68	S	*
AMS2	8319/0000	Line	10/67	10/71	C	*
AEC	8303/0000	ASDO	11/68	11/68	S	*
AZ3	0000/0000	Maint.	07/69	07/69	C	*
PH1	0000/0000	Photo Lab	12/67	11/71	S	*
AX2	0000/8259	Line	12/67	01/71	S	*
ABH2	0000/0000	S.P.	04/69	06/71		*
AXAA	0000/0000	1st LT.	06/69	06/69		
AMS1(AC)	7222/8286	A/F	09/68	01/70		*
ATR3	0000/0000	AMD	08/67	08/67	S	*
AN	6610/0000	1st LT.	11/68	11/68		
AX3	0000/8259	Line	02/71	02/71	S	*
AME3	0000/0000	Av/Equip.	07/68	07/68		
AE2(AC)	0000/8269	Line	05/68	12/70	S	*
AE3	0000/8259	Line	09/67	09/67	S	
AN	6500/0000	1st LT.	07/69	07/69		
AE2	0000/8259	Line	09/68	09/70	S	*
AO3	0000/0000	Line	01/69	01/69		

OUTGOING & INCOMING PERSONNEL

PERSONNEL SLATED FOR TRANSFER:

<u>NAME</u>	<u>MONTH</u>	<u>NEW ACTIVITY</u>
(b) (6)	JAN	FLETACSUPPRON 21, Hawaii
	JAN	HCRON 1 NAAS REAM FLD, Calif.
	JAN	HCRON 1 NAAS REAM FLD, Calif.
	JAN	USS KITTY HAWK, San Diego
	JAN	HCRON 1 NAAS REAM FLD, Calif.
	JAN	HCRON 1 NAAS REAM FLD, Calif.
	FEB	NAF, Washington, D. C.
	FEB	NAS CORPUS CHRISTI, Texas
	FEB	TAIWANPATFOR FAW ONE DET, Sangley Pt. Philippines
	FEB	COMPHIBTRAPAC, Coronado, Calif.
	FEB	NAS, Glynnco, Georgia
	MAR	NAS, New Orleans, Louisiana
	MAR	NATTC, NAS Memphis, Tenn.
	APR	TRARON 5 NAAS SAUFLEY FLD, Pensacola, Florida
	MAY	NATTC, Memphis, Tennessee

PERSONNEL ORDERED TO REPORT:

<u>NAME</u>	<u>MONTH</u>
(b) (6)	JAN
	JAN
	JAN
	FEB
	FEB
	MAR
	MAR
	MAR
	APR
	MAY
	MAY
	JUN
	JUN
	JUN

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RUNNING LOG

15 OCT 1967

A SPECIAL AIR PATROL BY QE-10 (b) (6) PPC, LOCATED THE SOVIET HYDROGRAPHIC SHIP (AGS) BALKHASH AT POSITION 30-55N/123-04W. THE SHIP WAS DEAD IN THE WATER WITH VARIOUS CABLES AND LINES OVER THE SIDES AND APROX. 30 PEOPLE ON DECK. THE SHIP WAS INDICATING TWO BLACK BALLS WITH A RED DIAMOND BETWEEN THEM FROM HER MAIN-MAST WHICH IS THE INTERNATIONAL SIGNAL FOR "I AM AT ANCHOR AND HAVE EQUIPMENT IN THE WATER". THE SHIP ALSO HAD ON DECK WHAT IS ASSUMED TO BE TWO TEMPORARY VANS ON DECK, ONE FORWARD AND ONE AFT. THE PHOTOS SHOW THAT THERE ARE PEOPLE STICKING OUT OF HATCHES ON THE TOPS OF THE VANS AND THAT THEY ALSO HAVE SKYLIGHTS. THE SHIP HAS STANDARD STACK MARKINGS AND OVERALL IS WHITE WITH A GREEN WATERLINE. DESCRIBED AS A VERY NEW AND CLEAN LOOKING SHIP. FROM A QUICK P.I. OF THE PHOTOS, IT APPEARS THAT THE SHIP DOES NOT CARRY ANY SPECIAL ELINT EQUIPMENT, AT LEAST NONE ABOVE DECKS, OTHER THAN THE REGULAR SURFACE SCAN RADAR AND COMMUNICATION EQUIPMENT. FOR A COMPLETE P.I. OF THE SHIP SEE THE APPROPRIATE PHOTO.

16 OCT 1967

A SPECIAL AIR PATROL BY QE-2 (b) (6) PPC, RELOCATED THE SOVIET AGS BALKHASH ALONG WITH TWO OTHER SOVIET SHIPS IN THE AREA. THE SOVIET AGS BAIKAL WAS LOCATED AT POSITION 32-12N/124-11W. THE DESCRIPTION IS EXACTLY THE SAME AS THAT OF THE BALKHASH AND FOR A COMPLETE P.I. OF THE SHIP PLEASE SEE THE APPROPRIATE PHOTO. UPON APPROACHING A LARGE RADAR CONTACT, THE CONTACT SEPERATED AND BECAME TWO SHIPS. ONE WAS THE SOVIET MERSHIP PULA AND THE OTHER WAS THE AGS BULKHASH. THE PULA HAD GOTTEN UNDERWAY WITH A CUS OF 300 AND A SPD OF 12 KNOTS. THE DECKS OF THE PULA WERE CLEAR AND CLEAN AND HER HATCHES WERE COVERED. IT IS ASSUMED THAT THE PULA WAS ON A RESUPPLY MISSION TO THE AGS'S SINCE SHE DEPARTED THE AREA AND HAS NOT REAPPEARED. THE BALKHASH WAS DEAD IN THE WATER AND THEIR POSITION WAS 31-27N/122-50W. THERE WAS NO CHANGE IN THE APPEARANCE OF THE BALKHASH.

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PATROL SQUADRON FORTY
POST DEPLOYMENT INTELLIGENCE REPORT

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Enclosure (1)

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I

GENERAL REMARKS

- a. Deployment: From 24 February to 15 May 1967 Patrol Squadron FORTY was deployed to USNS Sangley Point, Republic of the Philippines, as Task Unit 72.3.1 under the operational control of Commander Fleet Air Wing EIGHT in his capacity as Commander Philippine Air Patrol Group.

The squadron was assigned twelve SP-5B aircraft which were transferred from Patrol Squadron FIFTY upon their relief as TU 72.3.1. Upon completion of the deployment the aircraft were flown to Konan, Japan, to be turned in for strike at the Fleet Air Wings Pacific Repair Activity SHIN MEIWA (SMIC) Plant.

The close of this deployment marked the end of an era of Navy Seaplane operations in the Western Pacific.

b. Operations:

- (1) Land based: under the operational control of CTG 72.3, one OSAP was flown daily from Sangley Point. The primary mission of this patrol was Anti-Submarine Warfare with secondary missions of ocean surveillance and ELINT collection. The patrols were of ten hours duration and included surveillance of the Paracel Island Group.
- (2) Tender based: during the period 19 March to 12 April, the squadron maintained a seven plane detachment at Cam Ranh Bay, Republic of Vietnam, under the operational control of CTG 72.5, Commanding Officer, U.S.S. CURRITUCK (AV-7). The task assigned during the period was Market Time Air Surveillance with the crews providing 24-hour coverage of the Blue Track.
- (3) In addition to operations at Sangley a detachment of two aircraft was sent to MCAS Iwakuni, Japan, to supplement the Japan Air Patrol Group during the period from 15 to 20 March. Working under Fleet Air Wing SIX and supported by Patrol Squadron FOUR, these aircraft flew OSAPs in the Yellow Sea.
- (4) As TU 331.3.3 the squadron participated in Operation SIYASAT, a SEATO exercise involving forces from Australia, the United Kingdom, the United States, and the Philippines. All flights were staged from Sangley for the operation, the objective of which was convoy protection.

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II

CHRONOLOGY OF SIGNIFICANT EVENTS

18 FEBRUARY Patron FORTY advance party arrived at Sangley Pt.

24 FEBRUARY CDR. H. E. LONGINO relieved CDR. H. R. PURDY as CTU 72.3.1

24 - 25 FEBRUARY VP/SS with the USS SPINAX

27 FEBRUARY Final increment of squadron personnel arrived

28 FEBRUARY -
1 MARCH VP/SS with the USS BASHAW

9 - 11 MARCH VP/DD/SS with the USS SPINAX, HMAS VAMPIRE, HMS AISNE,
and RPS RIZAL

11 - 12 MARCH VP/SS with the USS SPINAX

13 - 16 MARCH Operation SIYASAT

16 MARCH Two aircraft to MCAS IWAKUNI; chopped to Japan Air Patrol
Group

17 MARCH Soviet AO POLYARNIK and Riga class destroyer escort 124
located refueling in Tsushima Straits, and
Soviet T-58 class submarine rescue ship GIDROLOG located
in the Yellow Sea by the Iwakuni detachment

19 MARCH Five aircraft to USS CURRITUCK (AV-7) at Cam Ranh Bay
Seadrome established.
Iwakuni det. aircraft located Soviet Okhtenskiy class
rescue ocean tug MB-175 in Tsushima Straits.
Located CHICOM t-43 class minesweeper 363 in Yellow Sea.
Located POLYARNIK and Riga 169 in Tsushima Straits.

20 MARCH Iwakuni det. returns to Sangley
Two aircraft to USS CURRITUCK

20 MARCH -
12 APRIL Continuous 24-hour Market Time surveillance on the Blue
track. A seven plane detachment was maintained at the
tender throughout this period.

22 MARCH RADM D. W. COOPER, COMTAINWAPATFOR, Flew Market Time patrol
with the squadron.

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28 MARCH Market Time patrol located Soviet Dnepr class Elint trawler PROTRAKTOR at 14-24N, 111-00E

29 MARCH Relocated PROTRAKTOR

30 MARCH VADM A. M. SHINN, COMNAVAIRPAC, flew Market Time patrol with the squadron
Relocated PROTRAKTOR

2 - 3 APRIL VP/SS with the USS SPINAX

9 - 10 APRIL VP/SS with the USS BACKFIN

11 APRIL VADM J. J. HYLAND, COMSEVENTHFLT, flew the last Market Time patrol which terminated in a combat zone

12 APRIL Last Market Time patrol flown by SP-5B aircraft. Seadrome disestablished. This day marked the close of Navy seaplane advanced base operations

18 APRIL One aircraft flown to Konan, Japan for strike

25 - 26 APRIL VP/SS with the USS RAZORBACK

27 APRIL Two aircraft flown to Konan for strike

1 - 2 MAY VP/SS with the USS TIRU

1 MAY One aircraft flown to Konan for strike

7 MAY Two aircraft flown to Konan for strike

8 MAY Two aircraft flown to Konan for strike

10 MAY Last WestPac SP-5B tactical patrol flown by CDR H. E. LONGINO with CAPT H. S. AINSWORTH, COMPHILAIRPATGRU, aboard

12 MAY Last four aircraft flown to Konan for strike

13 MAY CDR L. C. DAY relieved CDR H. E. LONGINO as CTU 72.3.1

20 MAY Final increment of squadron personnel departed Sangley

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III

OPERATIONAL RESUME

- a. Sangley: During the operational period 27 February through 10 May the squadron flew one OSAP daily from USNS Sangley Pt. except for the period of seadrome operations as noted in the following section. With the continuing primary mission of ASW the express purpose of the OSAP was shipping surveillance and Elint collection while on the peripheral leg. A total of over 500 ships were rigged of which 24 were Bloc vessels. Elint was successfully gathered as indicated in Section V of this report.

The OSAPs involved three tracks: LONGINES, HAMILTON, and GRUEN (See Section X). On the LONGINES and HAMILTON island surveillance of the Paracel Group was required. Since this area is highly suspect as a stop-off on the Vietnam infiltration route these tracks were flown most often. Specifically viewed were Lincoln and Woody Islands on both flights and Bonbay Reef on the LONGINES. During these flights the aircraft were required to maintain a three mile standoff distance from Lincoln and Woody. Five flights caused the Communist Chinese to issue a "serious warning" stating that our aircraft had violated the airspace of these islands. Each time by going back over the navigation log and debriefing the crews involved it was determined that the aircraft had in fact not violated the airspace as charged. In all instances the aircraft had either kept an accurate DRT or had maintained its standoff distance by radar. A DRT is desired on all flights investigating the Paracels.

One of the major problems involved was that the squadron does not possess a camera with the capability to take photographs of value at a distance of three miles. This problem is discussed in Section IV.

In order to effectively fulfill the requirement of Elint collection on the peripheral leg it was necessary to fly at an altitude above 2500 feet. At this altitude it was impossible to rig ships. Since constant altitude changes are detrimental to good fuel management in an aircraft already nearing its limit of endurance it could not be done. Therefore, a Bloc vessel or an infiltrating trawler could conceivably be below and we could not identify. We feel that the contribution to the update of the electronic order of battle should not supersede the other mission assigned. In addition, with the increased hostility of the Chinese Communists plus the growing confidence on their submarine fleet we feel that it is unlikely that they will remain a coastal defense force long. They already have one known ballistic missile submarine and it seems natural to presume that they would deploy this plus their long range attack submarines outside coastal waters. If they do, we should be ready to detect and track them, thereby fulfilling our primary mission of ASW.

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- b. Cam Ranh Bay: During the seadrome operations at Cam Ranh Bay from 19 March to 12 April a total of 78 Market Time flights were flown. In addition, 38 tactical/transit flights were flown between Sangley and Cam Ranh. The operation resulted in a total of over 600 ships rigged, 20 of which were Bloc vessels. Not included in this figure are numerous small craft which were investigated and reported to Patrol Area Commanders.

The Market Time patrols have been effective in discouraging infiltration by sea. However, no exact measure can be made of the effectiveness at this time. Though contacts are investigated by air and appear to be harmlessly engaging in cabotage during the day, they may well be infiltrating by night. No recognition gouge is available to distinguish friend from foe. However, by a study of eight known infiltration attempts, both successful and thwarted, from October 1964 to the present, a positive trend can be seen.

This study noted the following which are submitted as possible indications of an infiltrator:

1. All of the infiltrators have been steel-hulled trawler-type vessels. The general size has been 100-120 feet and displacement 100-300 tons.
2. When sighted the vessel has been fully loaded, heading south.
3. The vessel was in the vicinity of the Paracel Islands or heading south from that area.
4. Provisions were made to alter the identity of the vessel, such as removable bow numbers.
5. The vessel should not have a stack since all have been diesel. A false stack may have been rigged to alter the appearance.
6. There were deck guns, usually covered by fish nets.

Of special interest during the operation was the increased merchant traffic in the area. The Russian merchant marine is surely becoming one of the largest and most modern in the world and it would appear as if they were parading their fleet to illustrate this fact. Of particular note was the finding of the Berislav and the Berizniki (Fig. 2) alongside and DIW in the area. No unusual activity was noted but their purpose is certainly up for conjecture.

- c. Iwakuni: The Iwakuni detachment found operating conditions during their stay in Japan to be ideal. The support given the det. by Patron FOUR was outstanding in all respects. The November track which had not been flown for years was reactivated for the return of the P-5 to the area.

Several CHICOM and special interest vessels along with SINO-SOVIET naval vessels were rigged and reported. Patron FOUR submitted all intelligence reports, including reports to the PEC of Elint gatherings.

The experience gained on the two patrols was very gratifying to the crews involved. In this high density mer ship and electronic environment many opportunities for practical application of good photographic and ECM techniques presented themselves. This was in contrast to the less eventful patrols out of Sangley.

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- d. Operation SIYASAT: This year's SEATO exercise once again provided excellent training for air and surface units in convoy protection. Coordinated VP/DD/SS events prior to the exercise provided a "warm-up" period for participating crews. The exercise proved successful as the safe and timely arrival of the convoy was effected. Participating units from Australia, the Philippines, the United Kingdom, and the United States worked in close harmony in fulfilling the objectives of the exercise which were:
1. The training of air crews in coordinated LRMP/Surface ASW force tactics and communications.
 2. The protection of the convoy force (TG 331.1) to ensure a safe and timely transit from Cagayan de Oro to Manila Harbor.
 3. To detect and destroy the aggressor submarines which were suspected of landing troops and supplies and which were also anticipated to oppose the convoy.
 4. To improve the SEATO force's capabilities through coordinated, combined training.
 5. To improve the tactics and doctrine of the SEATO organization.
- e. Statistics: The following figures are presented to indicate the aircraft usage during the deployment:

	TYPE FLIGHT	SORTIES	HOURS
FEBRUARY	TACTICAL	10	77
	VP/SS	2	15
	Training	3	6
	Misc.	10	12
	TOTAL	25	110
MARCH	TACTICAL	82	638
	VP/SS	7	48
	Training	61	248
	Misc.	11	13
	TOTAL	161	947
APRIL	TACTICAL	74	587
	VP/SS	10	61
	Training	40	135
	Misc.	14	43
	TOTAL	138	826
MAY	TACTICAL	12	112
	VP/SS	3	26
	Training	8	18
	Misc.	1	1
	TOTAL	24	157

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IV

PHOTOGRAPHY

The quality of squadron photography improved greatly during this deployment through training, increased emphasis on quality, and, to a limited extent, new equipment.

During the deployment the squadron received fourteen new KE-28B and twelve KS-63A cameras. Film for each arrived shortly thereafter.

The KE-28B gave much clearer and sharper photos than could be obtained with the old KE-28A. This was due to an improved lens and higher ASA rating of the film. The smaller grain size in the film enhanced sharpness when photos or sections of photos were enlarged. The main drawback of the KE-28B was that it proved to be less rugged than the KE-28A.

Advantages of the KE-28B as compared to the KE-28A were:

1. More compact
2. Ability to easily change film in flight
3. Sharper photos

Disadvantages were:

1. Viewfinder could not withstand slipstream
2. Jamming occurred easily, partially due to operations, but mainly from the failing of the camera itself.
3. The camera cases were not as durable and corrosion easily sets in the metal bindings.

On the basis of these facts, crews were issued one each KE-28A/B for each flight. The Bravo was used as the primary and the Alfa as the back-up.

The KS-63A Analyzer Recording cameras were not fully utilized primarily because they were not received until late in the deployment. Since the cameras had to be fitted to each aircraft and the aircraft were to be struck in only a few weeks, only a few were installed for evaluation. A full investigation of the operation and quality of this camera has yet to be conducted by the squadron. The KD-2 was used as the primary ECM camera.

The photo facilities available to the squadron at Sangley were adequate and service was acceptable. Photo facilities aboard the U.S.S. CURRITUCK were outstanding in all respects, and the ship's personnel deserve a well done for their efficient service and professional manner.

At both Sangley and the Currituck, the cameras were turned over to the photo lab and issued from there. This relieved the squadron of an unnecessary workload and provided good accountability. Previous accounting difficulties dictated the necessity for strict check in/ check out procedure. Squadron cameras and cases were marked with stencils and labeled with bright colored tape (red and yellow strips), and this contributed to the fact that no cameras were lost.

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It was decided to retain the KE-28A cameras until return to CONUS due to the lack of available film for the KE-28B, and their reported high failure rate. Thus the squadron had an abundance of cameras which proved fortunate since the Braves started jamming immediately.

The necessity of a camera with a long focal length or telephoto lens became apparent once again on this deployment. The squadron was tasked on patrols with island surveillance and the requirement to photograph these. Since the limit of approach to these islands was three miles the KE-28A and B cameras were of little value. The squadron needs an F-56 camera, or a similar camera for aerial reconnaissance. An ideal set-up would be to have a telephoto lens which could be adapted to the KE-28B and able to be attached and detached during flight.

Recommendations:

1. A repair facility should be made available at Sangley Point.
2. Squadrons should mark all cameras and cases for easy identification.
3. An ample film supply should be carried on deployment since the increased demand has slowed the supply.
4. Equipment should be made available to transfer standard KE-28A film to the KE-28B cassettes. This recommendation has been made to the Wing and photo lab.

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V

ECM

- a. Operations: During the deployment added emphasis was placed upon ELINT collection to the extent that it became the primary mission while on the peripheral leg of each OSAP. In order to ensure completion of this requirement plane commanders were briefed to limit ship rigging on the outboard leg to targets within ten miles of the track. This was critical due to the limitations of the P-5 aircraft. ELINT collection was directed towards the CHICOM electronic environment on Hainan Island and Southeast China.

While on the Market Time patrols emphasis was placed on CHICOM emitters on Hainan, unfriendly surface units, and friendly land-based radars in order to update the friendly EOB for Southeast Asia.

Over 40 cases were submitted to the PACOM ELINT Center, the evaluations of which are pending.

- b. Problem Areas: One of the main problems encountered was that of keeping the equipment up and operating in an aircraft system grown weary with age and lack of upkeep while aircraft changed hands from squadron to squadron. During the tender operations a downed system could not be fixed since the ship's ECM bench was down.

The lack of trained personnel to analyze data obtained proved to be no great disadvantage. GFAW ONE, Det. Sangley provided the necessary facilities.

(b) (6) has done an outstanding job of evaluating signals and processing data. It is highly recommended that Sangley-based squadrons work directly with (b) (6) for all ELINT functions, particularly training.

- c. Training: Ground training was held twice weekly on logs and records, recording procedures, oscilloscope photography, and signal interpretation. The squadron had several green operators who needed on-the-job experience. The lectures plus the experience gained on missions assigned, increased operator efficiency and provided the incentive leading to higher quality work.

- d. Recommendations: The 15-E-1 Trainer previously removed from Sangley would be of great value at this time. It is highly recommended that this or a similar training device be installed at Sangley.

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VI

PERSONNEL AND TRAINING

a. Personnel:

(b) [REDACTED]
ASW Intelligence Officer
Recognition Training Officer
Top Secret Control Officer
TACCO, Crew Eleven

(b) [REDACTED]
Assistant ASW Intelligence Officer
Photographic Officer
CTG 72.3 Briefing Officer

(b) (6) [REDACTED]
Air Intelligence Yeoman

- b. Training: Due to a six-month turnaround and a sudden loss of personnel, the squadron was left without fully trained personnel. (b) (6) [REDACTED] reported to the squadron less than two months prior to the deployment. None of the officers are graduates of FOITCPAC. However this proved no great hindrance since the AIO had made two previous deployments and was well-versed in the operations. (b) (6) [REDACTED] was assigned to the Wing on a continuing basis as a briefing officer and was maintained on their watch schedule except for the period of the tender operations.

- c. Adequacy of Spaces: Only one desk was made available to the AIO. This proved insufficient; at least two are needed. Adequate stowage for classified material was available.

The biggest discrepancy was in the lack of space for training. Only the Wing Conference Room was suitable for classified briefs. This was not always available nor was it large enough. Previous squadron recommendations for improving this room by addition of projection equipment and briefing aids are still advanced. The permanent installation of such equipment would facilitate the preparation and delivery of AI briefs on short notice.

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VII

BIBLIOGRAPHY

The following reference publications, operational orders, and instructions were found to be most useful during the deployment.

a. Reference Publications:

DIA PC 230/2-1 Naval Ships of the USSR
DIA AP-1-230-2-3-INT Naval Ships of Eastern Asia
DIA AP-1-230-1-11-66-INT Soviet Naval Intelligence Collectors
CHICOM Flag and Chartered Merchant Ships
Republic of Vietnam Patrol Identification Guide (NAVPIG)
Junk Blue Book
ONI 35-7A Merchant Ships of the World
ONI 36-1J Communist Bloc Merchant Ships
ONI 36-2B Communist Bloc Fishing Fleets and Scientific Research Ships
Jane's Fighting Ships
Squadron Post Deployment Intelligence Reports

b. Operation Orders:

COMSEVENTHFLT 201-(YR)
COMPAFFORSEVENTHFLT/COMTAINPATFOR 201-(66)
COMCOSURVFOR (CTF 115) 201-(YR)
COMPHILAIRPATGRU (CTG 72.3) 201-(YR)

c. Current Intelligence:

PACOM Weekly Intelligence Digest
NORAD Weekly Intelligence Review
NAVRECONTECHSUPPCEN Selected Photo Interpretation Analysis
Pacific Fleet Intelligence Summaries

d. Instructions:

DIA Inst. 58-7 Standard Intelligence Reporting Form
DIA Inst. 58-11 Merchant Shipping and Fishing Fleet Reporting Form
CINCPACFLT INST. 003430.3E

ONI 35-7A was found to be particularly useful. A copy was placed in the communications packet for each OSAP and was used to readily verify data obtained. This proved to be of great value for training as the crews could check the results of each rigging run on the spot.

Lloyd's Shipping Index, as available, was also used to cross check the information gained by visual sighting.

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VIII

RECOMMENDATIONS

The following recommendations are submitted for consideration. The Photo Section (IV) and ECM Section (V) contain specific recommendations in their areas and are not included herein.

a. Training:

General: Ample time was provided for crews to accomplish inflight training both for crew and individual qualifications. During the deployment 2 crews gained Alfa status. Ground training from an intelligence standpoint was not successfully accomplished due to lack of support enumerated in the following section.

VP/SS: It was found on this and previous deployments that submarine services in the Bashi Channel VP/SS Operating Area proved of little value. Oceanographic conditions are such as to lend little compatibility to available ASW sensors. The great amount of merchant traffic and high density of small craft in the area all proved detrimental to successful completion of qualification exercises. In addition, the area is saturated with pinnacles, making Julie work almost an impossibility; the average Julie range being 1500 yards with a large amount of bottom and pinnacle reflectivity present. It is recommended that, whenever feasible, submarine services be assigned in other areas.

Mining: The mining range at Corregidor was formerly unsatisfactory due to the inability to drop smoke markers in the area. With the lifting of the ban by the Philippine officials the range was used with satisfactory results and several mining qualifications were gained by flight crews.

b. Support not Available: The lack of adequate training spaces for classified lectures and briefs was previously noted in this report. In addition to this, training aids are sorely lacking on the Naval Station. Only one slide projector was available from the ASCAC and it went down the first time it was used. Recognition training slides and updated movies are needed as well as an increased number of movie projectors. The local support facility has a few projectors but these are not readily available to tenant squadrons.

c. Night Illumination: One of the finest innovations to be utilized by this squadron is the Barrett lamp passed to us by Patron FIFTY. Photo number 3 depicts this hand-held lamp and shows its relative size. It is lightweight (about 3½ pounds) and easily handled. Its great advantage over the more powerful beam of the searchlight is that it can be played on the target from any overhead position. This saves the co-pilot's night vision and permits crew members to observe the target from various stations while close to the target. The value of this device was proved time and again on the Market Time

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patrols where crews were able to get more information, especially stack markings and deck cargo and even to the extent of obtaining the ship's name.

Specifications for the Barrett lamp are as follows:

Source power	28 Volt DC
Bulb	600 Watt Stock no. 9G-6240-283-9598 Part no. 4559
Type can used	Instrument can Part no. AN 8029-27
Power cord	15 foot power cord AWG 12-2
Connector	Stock no. 9N 3935-199-3335 Part no. MS 3106 A16-11P
Switch	Part no. CH 8735K1

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IX

DESCRIPTION OF PHOTOGRAPHS

Several high quality photographs were obtained by the squadron during the deployment. Those of primary interest were submitted with original negatives according to the applicable reporting format. These were of various CHICOM mer ships, Soviet mer ships and naval vessels, and several merchantmen of the world.

The two photographs of Soviet ships are included because of their unique nature.

The third is included to illustrate a unique device.

- #1 Soviet Riga class destroyer escort hull number 124 and Soviet AO Polyarnik alongside refueling in the Tsushima Straits.
- #2 Soviet merchantmen Berislav and Berizniki rendezvousing in the Market Time area.
- #3 Hand-held Barrett lamp used for night-time illumination.

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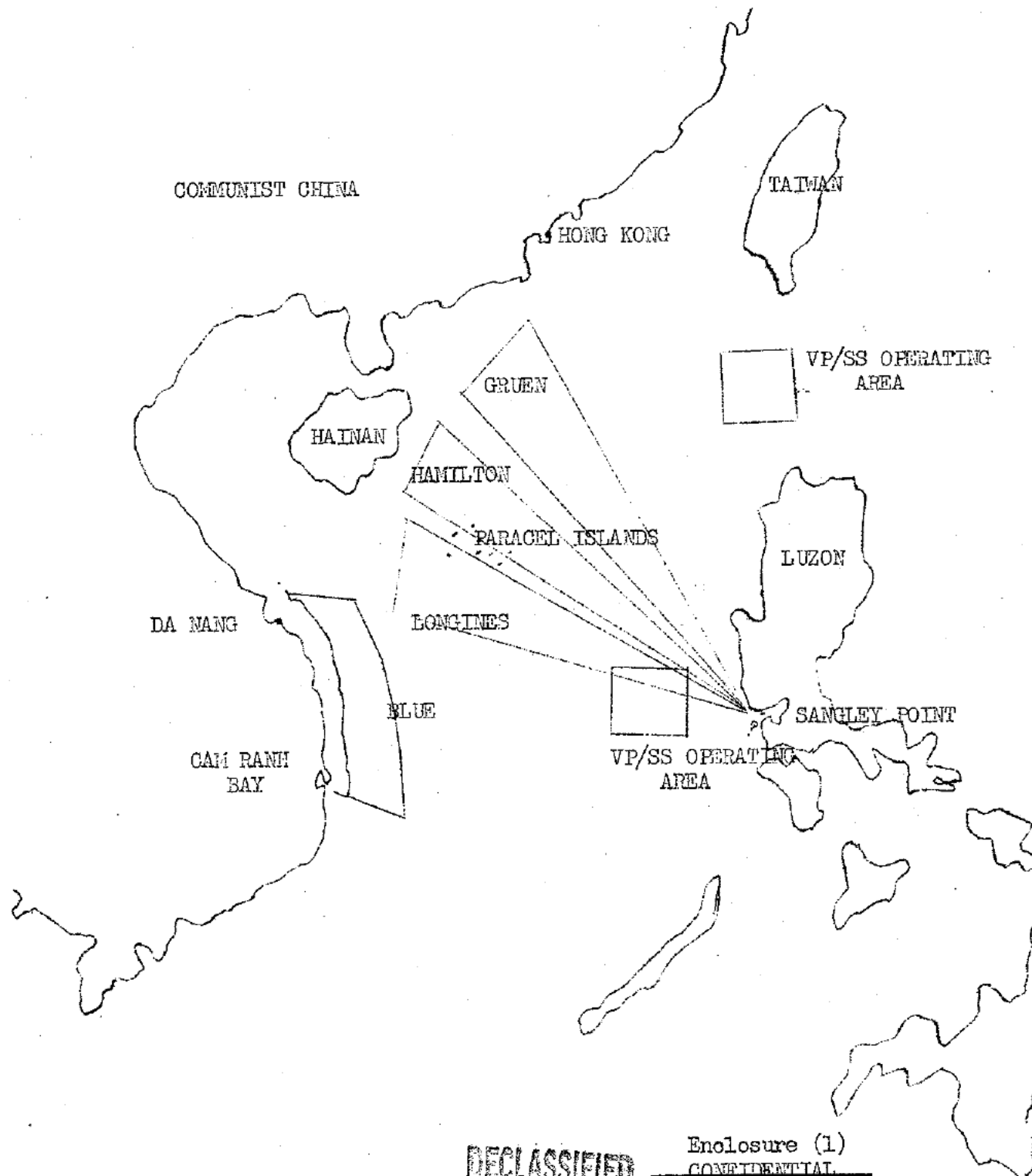
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PATRON FORTY OPERATING AREAS



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Chronology of Events

JAN 16-17 Administrative/Material Inspection

FEB 1-9 PATRON FORTY participated in their pre-deployment Operational Readiness Inspection (ORI).

FEB 24 CDR H. E. LONGINO (Commanding Officer, VP-40) relieved CDR H. R. PURDY (Commanding Officer, VP-50) as CTU 72.3.1, and the squadron commenced its deployment at Naval Station Sangley Point, Republic of the Philippines.

MAR 13-16 Patrol Squadron FORTY participated in SEATO exercise SIYASAT, with units from Australia, Thailand, United Kingdom, and the Philippines.

MAR 17 A two-aircraft detachment deployed to MCAS, Iwakuni, Japan to work with the Japan Air Patrol Group.

MAR 19 Seven aircraft deployed to USS Currituck (AV-7) at Cam Ranh Bay, South Viet Nam to maintain a continuous twenty-four hour Market Time Patrol, along the South Vietnamese coast. This operation terminated on 12 Apr 67.

APR 11 VADM J. J. HYLAND, COMSEVENTHFLT, flew the last SP-5B Market Time Patrol that terminated in a combat zone.

APR 18 First aircraft flown to Konan, Japan, for strike.

MAY 10 Last Westpac SP-5B tactical patrol was flown from Naval Station, Sangley Point, Republic of The Philippines. Patrol Plane Commander was CDR H. E. LONGINO with CAPT H.S. AINSWORTH, COMPHILAIRPATGRU aboard.

MAY 12 Last SP-5B aircraft flown to Konan, Japan, for strike.

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MAY 13 CDR L. C. DAY (Commanding Officer, VP-1) relieved CDR H. E. LONGINO as CTU 72.3.1, and the final increment of PATRON FORTY departed Sangley Point for CONUS.

JUL 10-13 Participated in exercise Dynamic Action. VP aircraft were utilized in coastal surveillance, Anti-PT boat operations, and ASW.

AUG 2-3 Participated in EWEX 18-67. VP aircraft were utilized as unknown aircraft emitting RF energy, for ECM and Air Intercepts.

AUG 21-24 Participated in COMPTUEX 13-67. VP aircraft assisted in joint Air/Sea ASW exercises.

SEPT Participated in COMTUEX 13A-16 and COMPTUEX 14-67.

OCT Participated in SUBASWEX 3-67. VP aircraft used to provide ASW protection for convoy. Also participated in EWEX 26-67.

NOV 6 Last flight of SP-5B, and the last flight of a seaplane in the U. S. Navy. Plane Commander was CDR J. P. SMOLINSKI, JR. with RADM C. A. KARABERIS, COMFAIRSDIEGO/CPAW-14 aboard.

NOV 15 Change of Home Port from NAS, North Island to NAS Moffett Field, California, and commencement of the transition of PATRON FORTY from the SP-5B MARLIN to the P-3B Orion.

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COMMAND ORGANIZATION

1. Commander H.E. LONGINO was Commanding Officer of Patrol Squadron FORTY from 1 January 1967 to 10 June 1967. Commander J.P. SMOLINSKI, Jr. relieved CDR LONGINO during ceremonies at NAS, North Island, San Diego, California on 10 June 1967, and still held that position 31 December 1967.¹
2. Patrol Squadron FORTY was permanently based ashore at U.S. Naval Air Station, North Island, under operational control of COMMANDER FLEET AIR WING FOURTEEN (CFAW-14) from 1 January 1967 until 15 November 1967. On 15 November 1967 PATRON FORTY received a change of homeport to U.S. Naval Air Station, Moffett Field, California and came under the operational control of COMMANDER FLEET AIR WING EIGHT (CFAW-8).²
3. The mission of the Command is to conduct Anti-Submarine Warfare operations and Submarine Sighting investigations, to conduct surveillance and barrier patrols as directed, search and patrol, and to conduct training as set forth by higher authority.
4. From 1 January 1967 until 15 November 1967, Patrol Squadron FORTY had twelve (12) SP-5B aircraft assigned. On November 15 twelve (12) SP-5B aircraft were transferred to NARF, North Island, leaving Patron FORTY with zero aircraft in preparation for the transition to the P-3B aircraft.

As of 31 December 1967 the Command had forty-two (42) Officers and eighty-four (84) Enlisted personnel. Twenty-six (26) of the Officers were aviators, thirteen (13) were Naval Flight Officers, and three (3) were Ground Support Personnel. Sixty-one (61) of the Enlisted men were in the flight crew category. These numbers are small due to great loss of personnel incident to a transitioning squadron.³

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OPERATIONS

1. On January 1, 1967 Patrol Squadron FORTY was stationed at NAS North Island preparing for their deployment to Sangley Point, R.P. On 16-17 January, the Administrative/Material Inspection was held, with the command receiving an overall grade of 93.70, which rated as excellent. The ASW phase of the predeployment Operational Readiness Inspection (ORI) was held on the 22-23rd of January with the rest of the ORI being held on 7-9th of February. An overall grade of 81.20% was assigned.

On 18 February the advanced party arrived at NS Sangley Point, Republic of the Philippines, with CDR H.E. LONGINO relieving CDR H.R. PURDY as CTU 72.3.1 on 24 February. While at Sangley Point, Patrol Squadron FORTY came under the operational control of Commander Fleet Air Wing EIGHT (CFAW-8). During the period 27 February through 10 May, the squadron flew Ocean Surveillance and Patrol from USNS Sangley Pt., except when the squadron was deployed to Cam Ranh Bay. The primary mission of the squadron was ASW. During Market Time Patrols from Cam Ranh Bay the squadron had the additional task of coastal surveillance to prevent enemy infiltration of men and supplies. Patrols originating at Sangley Point were assigned for Ocean Surveillance and elint collection, in addition to ASW coverage of the South China Sea. A total of over 500 ships were rigged, of which 24 were Block vessels. Three tracks were flown:

LONGINES, HAMILTON, AND GRUEN.^h

The LONGINES and HAMILTON tracks pass close to the Chinese-held Paracel Islands, an area highly suspected as a stop-over point for Vietnamese infiltrators.

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The squadron participated in Operation SIYASAT from 13-16 March. This SEATO exercise involved units from Australia, the Philippines, the United Kingdom, Thailand, and the United States. The exercise proved to be excellent training for air and surface units in convoy protection, and for operational coordination between the SEATO Forces.

From 16 to 20 March, a two-aircraft detachment was sent to MCAS Iwakuni to operate with the Japan Air Patrol Group. During this time they located the Soviet AO POLYARNIK and RIGA class Destroyer escort 124 refueling in Tsushima Straits; Soviet T-58 class submarine rescue ship GIRDROLOG; Soviet OKHTENSKIY class rescue ocean tug MB-175, CHICOM T-43 class minesweeper 363, and RIGA class Destroyer number 169.⁵

On 19 March a seven-plane detachment was flown to Cam Ranh Bay to participate in Market Time Operations with the USS Currituck (AV-7). Twenty-four hour coverage of the Blue Track was maintained until 12 April.⁶ A rotation was set up between aircraft so one crew would operate out of Cam Ranh Bay for 4 or 5 days and then return to Sangley Point to cover the Squadron's commitments there. A total of 78 Market Time flights were flown. In addition, 38 Tactical/Transit flights were flown between Sangley and Cam Ranh Bay. The operation resulted in a total of over 600 ships rigged, 20 of which were Block vessels. Not included in this figure are numerous small craft which were investigated and reported to patrol area commanders.

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Enclosure (2)

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The command's primary mission on Market Time was to detect and report possible infiltration attempts by sea. It is difficult to measure the exact effect of these Market Time patrols; however, it is strongly felt that the presence of Market Time forces ~~has~~ almost eliminated infiltration to South Vietnam by sea.

The following figures are presented to indicate the aircraft usage during the 1967 deployment of Patrol Squadron FORTY:

MONTH	TYPE FLIGHT	SORTIE	HOURS
February	Tactical	10	77
	VP/SS	2	15
	Training	3	6
	Misc.	10	12
	TOTAL	25	110
March	Tactical	82	638
	VP/SS	7	48
	Training	61	248
	Misc.	11	13
	TOTAL	161	947
April	Tactical	74	537
	VP/SS	10	61
	Training	40	135
	MISC.	14	43
	TOTAL	138	826
May	Tactical	12	112
	VP/SS	3	26
	Training	8	18
	Misc.	1	1
	TOTAL	24	157

2. Upon return to NAS, North Island, Patrol FORTY again came under the operational control of CFAW-14 and began flying surveillance patrols, training flights, and VP/SS flights. The squadron participated in the following exercises:

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MONTH	EXERCISE	HOURS
July	DYNAMIC ACTION	84.6
August	EWEX 18-67	32.8
	COMPTUEX 13-67	28.7
	EWEX 21-67	3.2
September	COMPTUEX 13A-67	8.1
	COMPTUEX 14-67	30.1
October	SUBASWEX 3-67	26.0
	EWEX 26-67	12.0

Exercise Dynamic Action consisted of joint air-sea operations, designed to train units deploying to South East Asia. Squadron aircraft were used in coastal surveillance patrols, anti-PT/Komar operations, and coordinated exercises with surface units in ASW.

Electronic warfare exercises (EWEX) were conducted to test the capabilities of Air ASW forces of the HUK group in intercepting electronic emissions from unknown aircraft in the vicinity of the surface forces. Squadron aircraft were sent out as the unknown emitters and played a significant role in training Air ASW crews in proper intercept techniques, reporting procedures, and coordinated tactics with surface units.

Comptuex followed essentially the same pattern as exercise Dynamic Action in training air and surface units for operations in South East Asia.

Subaswex 3-67 was designed to train air and surface units in coordinated tactics, for the protection of convoys. Squadron aircraft were used in barrier searches, coordinated tactics involving Madvecs and Vectacs, and Middleman (radio relay between surface units).

From 15 October to 23 October, Patrol Squadron FORTY was instrumental in locating and tracking Soviet AGS BALKASH, BAIKAL and the Soviet merchant ship PULA. Ten flights for a total of 72 hours were flown in the operation. 7

UPGRADED AT 3 YEAR INTERVALS,
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On 6 November 1967, the last flight of the SP-5B was made by CDR J.P. SMOLINSKI, Jr., with RADM C.E. KARABARIS (CFAW-14) on board. This also was the last flight of a seaplane in the United States Navy.⁸

The squadron transferred all 12 SP-5B aircraft on 15 November in preparation for transition to the P-3B, and on 15 November received a change of home port to NAS Moffett Field.

On 19 December the Command received the first P-3B aircraft, BUNO 135457.

HOURS FLOWN IN 1967

MONTH	HOURS FLOWN	NO. OF FLIGHTS
JANUARY	348.3	82
FEBRUARY	281.6	65
MARCH	947.4	161
APRIL	825.5	138
MAY	282.2	56
JUNE	366.6	81
JULY	409.8	93
AUGUST	371.9	84
SEPTEMBER	357.8	82
OCTOBER	434.4	101
NOVEMBER	28.7	8
DECEMBER	0	0

AVERAGE FLIGHT HOURS PER MONTH ----- 386.6

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DDO DIR 5200.10

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Communications traffic for the year is as follows:

Incoming messages - 5478

Outgoing messages - 717

Radio traffic from Squadron aircraft - 655 hours

SPECIAL TOPICS

1. The following Officers made the outstanding achievement of becoming designated Patrol Plane Commanders in the SP-5B Marlin:

Commander G. A. SUROVIK, USN

(b) (6) [REDACTED]
[REDACTED]
[REDACTED]

Four officers who have since departed Patron FORTY also attained the much sought-after designation in 1967.

Nine Naval Flight Officers became designated Tactical Coordinators in the SP-5B for 1967. Their names are:

(b) (6) [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

UNCLASSIFIED

2. Seventeen enlisted flight crew personnel were designated Aircrewman during 1967.

3. Three flight crews reached the ultimate goal in 1967. Crew One, commanded by H. E. LONGINO, and Crew Seven, commanded by CDR J. P. SMOLINSKI, JR., attained Alpha status following results of the Operational Readiness Inspection in February. Crew Ten, commanded by (b) (6), attained Alpha status in ASW in August, after full operations in CONUS had resumed.

4. Patrol Squadron FORTY had the distinction of being the last operational seaplane squadron in the U.S. Navy, and terminated a long series of successful deployments to South East Asia in 1967. With this historic event came many letters of congratulation which culminated with the last seaplane flight at NAS, North Island, San Diego, California.⁹

In conjunction with the widespread operations of the seaplane throughout South East Asia, many awards were earned by VP-40 personnel. Among them were:

Vietnam Service medal - 174

Vietnam Campaign medal - 35

Letter of Commendation - 16

Letter of Appreciation - 14

Annual Safety Awards - 4

Naval Unit Commendation - 2

Air Medal - 1

Purple Heart - 1

Meritorious Service ribbon - 1

Navy Expeditionary Medal - 1

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5. During 1967 VP-40 disposed of thirty-six disciplinary cases by non-judicial punishment and three cases by summary court martial.
6. The squadron had one hundred and fourteen men eligible for re-enlistment. Thirty-four re-enlisted. Compared to 1966, total number of re-enlistments was up five, but re-enlistment rate was down 14.8%. This was in part due to early transfers near the end of 1967 when the squadron changed home port to NAS, Moffett Field.
7. Three tragedies struck Patron FORTY in 1967. During Operations at Sangley Point (1 March 1967) QE-10 sunk while taxiing in Manila Bay. No crewmembers were lost, but the aircraft was struck from service (BUNO 137847).

LT J. L. PREVATT, MC, USNR 689551/2105, died of accidental drowning, 30 May 1967, while scuba diving off Mission Bay, San Diego, California.

D. G. CONE, AME3, USN, 7783677 died 22 May 1967 by accidental strangulation in the VP-40 paraloft, Hangar 340, NAS North Island San Diego, California.



DEPARTMENT OF THE NAVY
UNITED STATES PACIFIC FLEET
AIR FORCE
PATROL SQUADRON FORTY
FPO SAN FRANCISCO 96601

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FF12/VP40/10:sr
5000
Ser:002

4 MAR 1968

[REDACTED]
DECLASSIFIED upon removal of enclosure 2)

REPORT SYMBOL OPNAV 5750-1

From: Commanding Officer, Patrol Squadron FORTY
To: Chief of Naval Operations

Subj: Command History

Ref: (a) OPNAVINST 5750.12

Encl: (1) Table of Contents
(2) Patrol Squadron FORTY Command History
(3) Footnotes

1. Reference (a) states that Aviation Commands submit Command Histories for each calendar year. In accordance with reference (a) the Command History of Patrol Squadron FORTY is submitted. The period of this report is from 1 January 1967 to 31 December 1967.

J. P. Smolinski Jr.
J. P. SMOLINSKI, Jr.

Copy to:
CNO (OP-09B9) (w/o encl)

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(1408)

[REDACTED]
up 09B9 signed for
this.

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17 OCT 1967

A SPECIAL AIR PATROL BY QE-7 (b) (6) PPC, LOCATED THE SOVIET AGS'S BAIKAL AND BALKHASH AT POSITIONS 30-53N/122-57W & 30-53N/122-57W RESPECTIVELY. THE BALKHASH WAS DEAD IN THE WATER AND THE BAIKAL WAS UNDERWAY 127/2. BOTH SHIPS HAS LINES IN THE WATER, AND THE BALKHASH HAD A BOUY FLOATING OFF HER STERN ATTACHED BY A CABLE, THE BOUY ROSE ABOUT TWO FEET ABOVE THE WATER AND DID NOT APPEAR TO HAVE ANY ANTENNAS ATTACHED TO THE TOP. THE DECKS OF BOTH SHIPS SHOWED NO CHANGES FROM THE PREVIOUS SIGHTINGS AS TO TYPE OR AMOUNTS OF EQUIPMENT.

18 OCT 1967

A SPECIAL AIR PATROL BY QE-7 (b) (6) PPC, RELOCATED THE SOVIET AGS'S BAIKAL AND BALKHASH. THE BAIKAL WAS AT POSITION 31-08N/123-05W AND THE BALKHASH WAS AT 30-40N/122-47W. THE BAIKAL WAS UNDERWAY AT 320/05 AND THE BALKHASH WAS DEAD IN THE WATER. THE AMOUNT AND TYPE OF EQUIPMENT ON THEIR DECKS SHOWED NO CHANGES FROM BEFORE.

19 OCT 1967

A SPECIAL AIR PATROL BY QE-9 (b) (6) PPC, RELOCATED THE SOVIET AGS'S BAIKAL AND BALKHASH. THE BAIKAL WAS AT POSITION 31-06N/123-55W AND THE BALKHASH WAS AT POSITION 29-46N/123-48W. THE BAIKAL WAS UNDERWAY 270/07 AND THE BALKHASH WAS DEAD IN THE WATER. THE APPEARANCE OF BOTH SHIPS WAS THE SAME AS THE PREVIOUS SIGHTINGS.

20 OCT 1967

A SPECIAL AIR PATROL BY QE-5 (b) (6) PPC, RELOCATED THE SOVIET AGS BAIKAL AT POSITION 30-50N/123-17W AND WAS DIW. A SEARCH TO THE SOUTH FOR 75 NM AND TO THE WEST 35NM FAILED TO RELOCATE THE BALKHASH. THERE WAS NO UNUSUAL ACTIVITY ABOARD OR AROUND THE BAIKAL.

21 OCT 1967

A SPECIAL AIR PATROL BY QE-3 (b) (6) PPC, RELOCATED THE SOVIET AGS BAIKAL AT POSITION 31-14N/123-42W WHERE IT WAS DIW. A SEARCH TO THE NORTHWEST FOR 55NM AND TO THE WEST FOR 36NM FAILED TO RELOCATE THE BALKHASH. THERE

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WAS NO UNUSUAL ACTIVITY ABOARD OR AROUND THE BAIKAL. THE BAIKAL HAD THE NORMAL LINES OVER HER SIDE INTO THE WATER WHICH HAVE BEEN PRESENT ON EACH SURVEILLANCE FLIGHT.

22 OCT 1967

A NORMAL PATROL MISSION WHICH WAS ALSO ASSIGNED THE TASK OF RELOCATION OF THE BAIKAL/BALKHASH RELOCATED THE BAIKAL AT POSITION 31-54N/123-20W AND THE BALKHASH AT POSITION 30-05N/120-14W. THERE WAS NO UNUSUAL ACTIVITY ABOARD OR AROUND EITHER SHIP AND BOTH HAD THEIR USUAL CABLES OVER THEIR SIDES.

23 OCT 1967

A SPECIAL AIR PATROL BY QE-1 (b) (6) PPC, RELOCATED THE SOVIET AGS'S BAIKAL AND BALKHASH AT POSITIONS 27-15N/119-15W & 27-10/119-21W RESPECTIVELY. BOTH WERE UNDERWAY ON A CUS OF 125 AND A SPD OF 11 KNOTS. THEY WERE FOLLOWING EACH OTHER WITH THE BALKHASH IN THE LEAD AND THE BAIKAL FOLLOWING ABOUT 3NM ASTERN. NEITHER HAD ANY LINES OVER THEIR SIDES AND NEITHER WAS THERE ANY UNUSUAL ACTIVITY ABOARD OR AROUND THEM OR THEIR COURSE.

24 OCT 1967

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OPERATIONS DEPARTMENT

AVERAGE DATA FISCAL YEAR 1967

I. Readiness (Monthly Averages)

- A. Squadron Readiness Index 61
- B. Combat Readiness Amber
- C. Flight Crew Training and Qualification Index 64

II. Flight Hours

- A. Total Hours 5882
 - 1. 500 hrs per month
 - a. 258 hrs Operational flying
 - b. 94 hrs Pilot Training
 - c. The remainder being crew training, Fleet Exercises, and related VP missions.
 - 2. 80% of the unrestricted sub service time available was utilized.

III. Flight Crews (Monthly Averages)

- A. 60 Officers Aboard, 40 Pilots and 17 Naval Flight Officers
 - 1. 11 2nd Tour Pilots
 - 2. 26 1st Tour Pilots
 - 3. 20 Designated PPC'S
 - 4. 6 Designated PP2P
 - 5. 7 Designated Tacco's
- B. Enlisted Crewmembers
 - 1. 78 Designated Aircrewmen
 - 2. 8 Qualified Jezebel Operators
 - 3. 7 Qualified Julie Operators

DOWNGRADED AT 12 YEAR INTERVALS:
[REDACTED]
[REDACTED]

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Annex 4

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4. 22 Qualified Mad Operators
5. 28 Qualified Radar Operators
6. 17 Qualified ECM Operators
7. 13 Ordnancemen
8. 14 Plane Captains

IV. Aircraft

- A. 81% Average Aircraft Availability
- B. 12 Aircraft Aboard With 12 Assigned
- C. All Aircraft fully configured for ASW search, Localization, Attack, Special Weapons Delivery, etc..

V. A. 12 Operational Flight Crews

- B. 2 Bravo, 10 Charlie

1. Crews #1 and #7 were Alpha prior to returning to the states from the Squadron's last deployment.

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PATROL SQUADRON FORTY
Fleet Post Office
San Francisco 96601

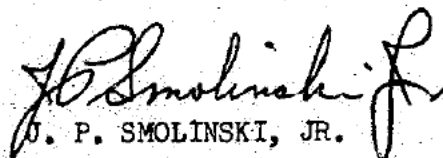
PATRONFORTYINST 5000.11
10:kw
2 June 1967

PATROL SQUADRON FORTY INSTRUCTION 5000.11

From: Commanding Officer, Patrol Squadron FORTY
To: Distribution List

Subj: Assumption of Command

1. Purpose. Notification of assumption of Command.
2. Cancellation. Patrol Squadron FORTY Instruction 5000.11 is canceled.
3. Notification. I have this date assumed Command of Patrol Squadron FORTY. Instructions, Notices and directives issued by my predecessor will remain in effect until canceled or superseded.


J. P. SMOLINSKI, JR.

DISTRIBUTION LIST:
PATRONFORTY INST 5216.1C
List 1 (Less I, J and K)

Copy to:
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COMFAIRWINGSPAC
COMFAIRSDIEGO

*Unclassified
Annex - One*

PATROL SQUADRON FORTY
OFFICERS MUSTER SHEET

Date DTC

CDR J. P. SMOLINSKI, JR.
CDR G. A. SUROVIK

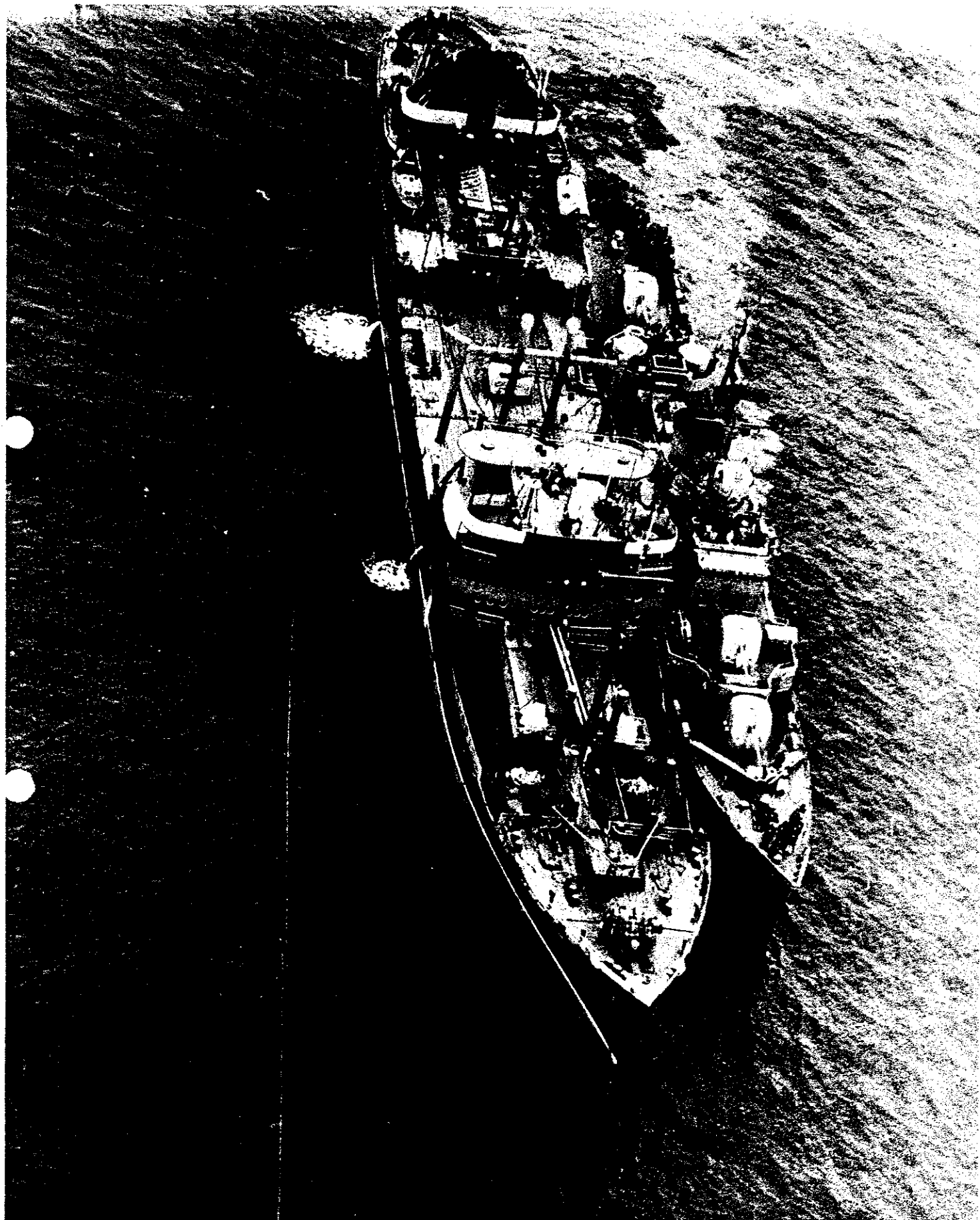
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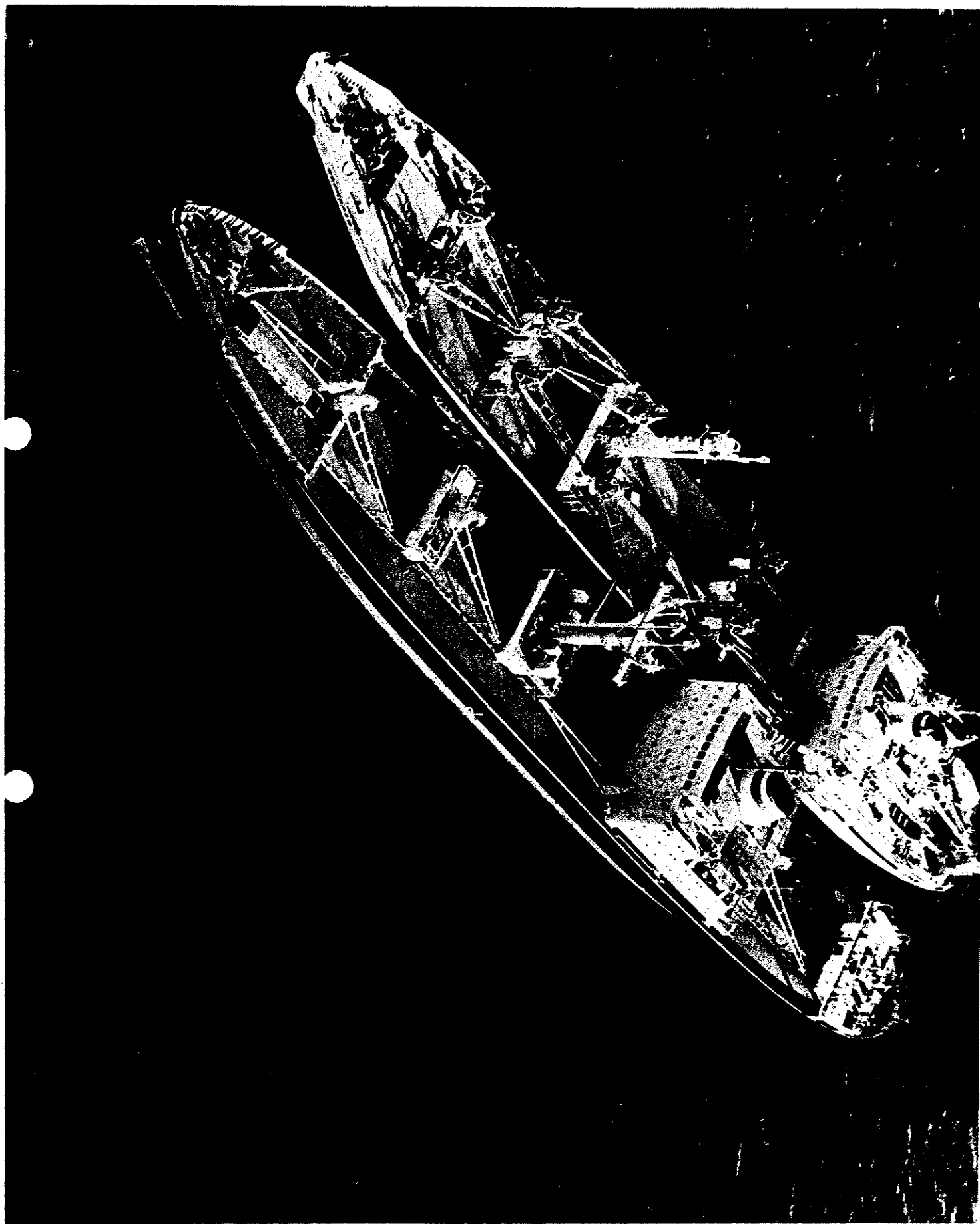
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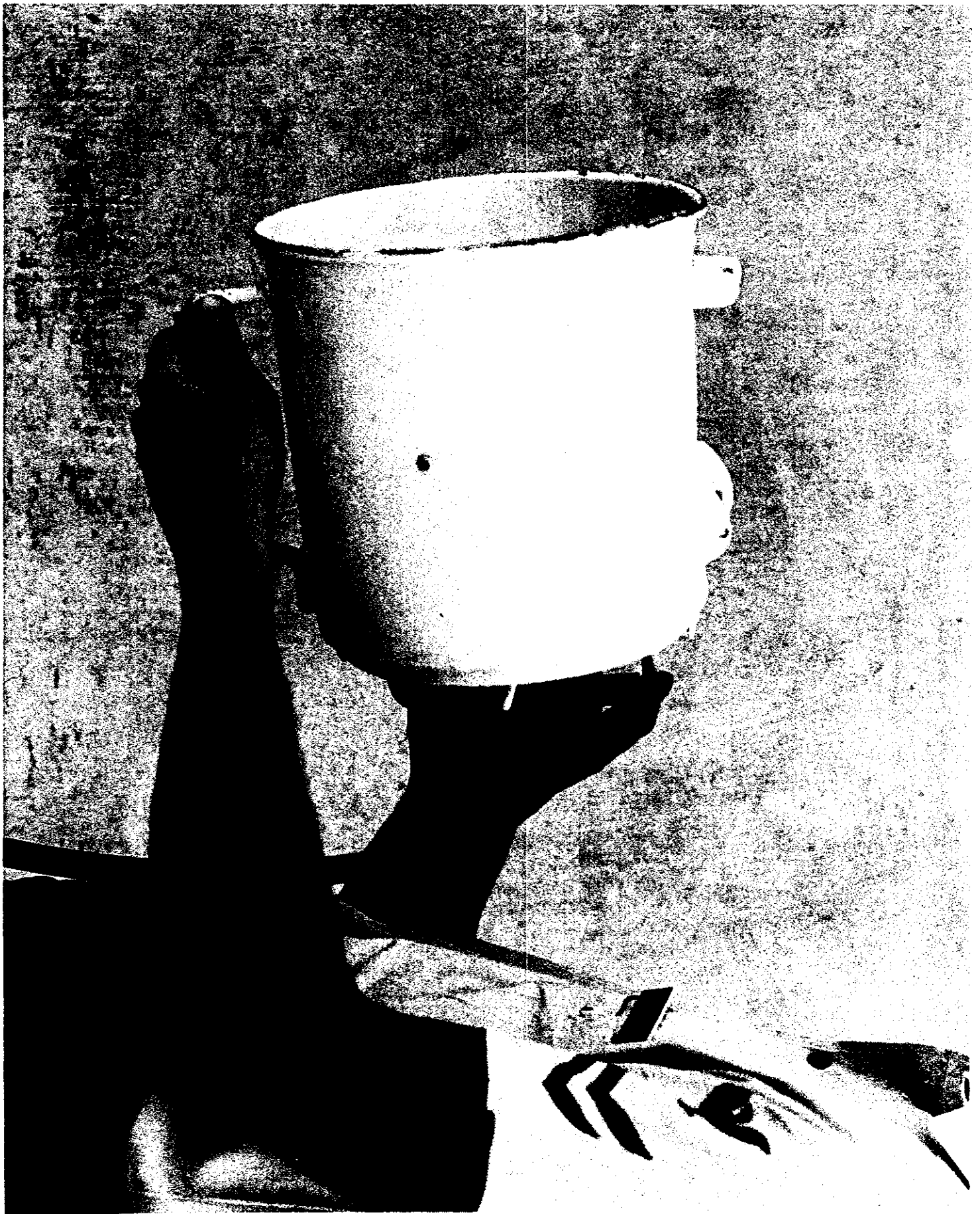
R Indicates officer ordered in

Squadron Duty Officers are required to fill all blanks with the location of the officer concerned, Leave, TAD, Etc. This report must be completed prior to submission to the Commanding Officer.

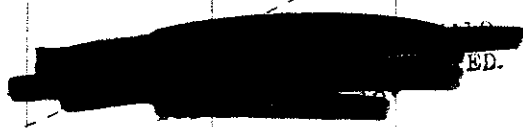
VP-40 FORM 1080/1 (Rev 6-25-67)







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1241 MILES

54-1116 / 121-4550

53-51N / 129-56N

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28-521 / 121-5911

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32-20N 118-15W / 33-20N 122-20W / 31-45N 114-0W / 29-10N 123-40W

32-20N 118-15W

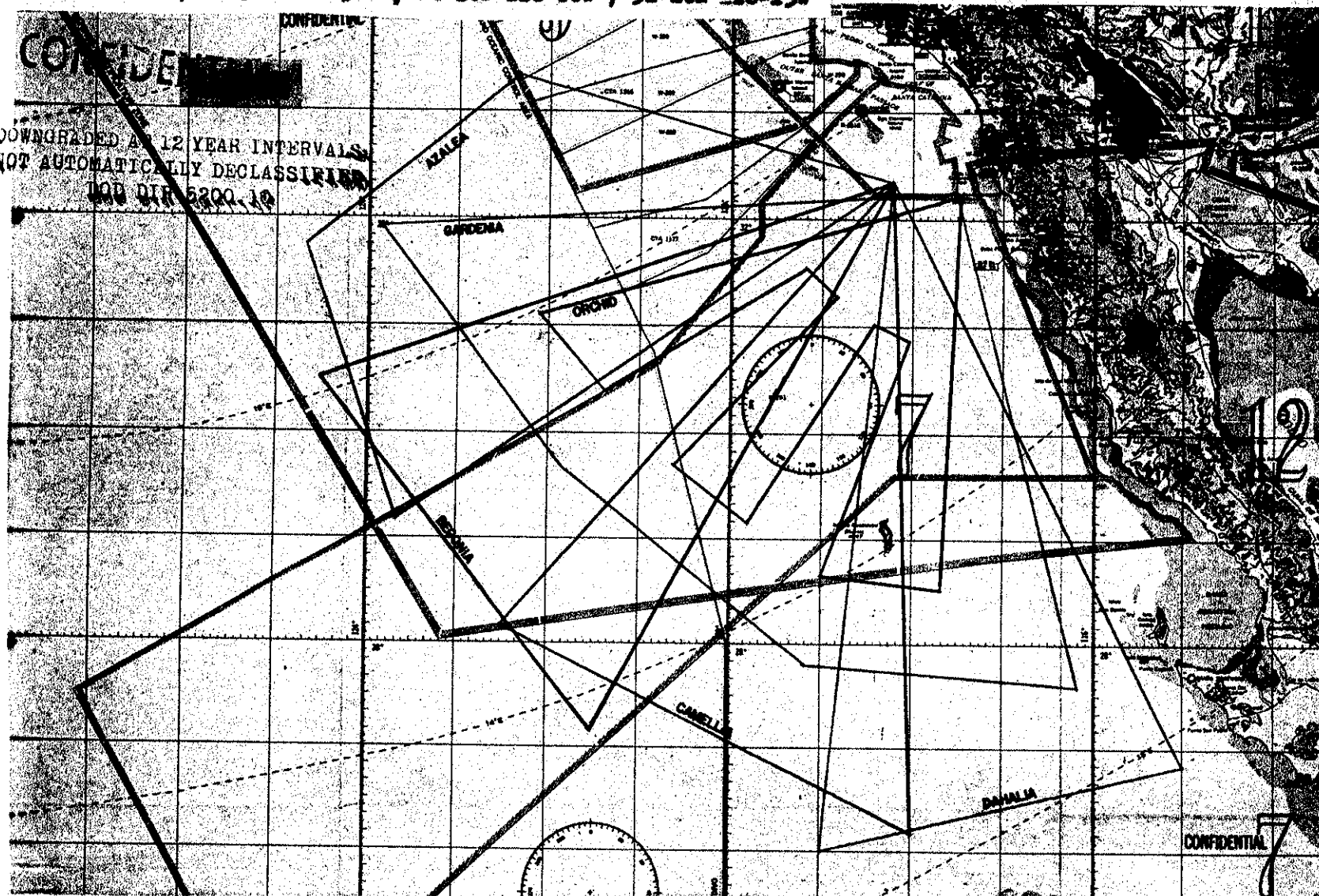
TRACK CAMELIA

32-20N 118-15W / 28-30N 122-30W / 26-10N 118-00W / 32-20N 118-15W

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TRACK INCONIA
32-20N 118-15W / 30-30N 124-30W / 27-10N 121-30W / 32-20N 118-15W
TRACK DAHALIA
32-20N 118-15W / 26-00N 119-00W / 26-50N 115-00W / 32-20N 118-15W

TRACK GARDENIA

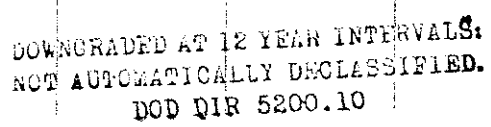
NORIS / 31-55N 123-50W / 29-40N 121-50W / 27-48N 119-10W / 27-36N 116-10W
32-16N 117-30W / NORIS

TRACK ORCHID

NORIS / 31-06N 122-05W / 30-24N 121-24W / 31-32N 119-10W / 31-16N 118-50W
29-42N 120-36W / 29-09N 119-48W / 31-01N 118-27W / 30-52N 118-02W
28-39N 119-00W / 28-31N 117-40W / 32-13N 117-28W / NORIS

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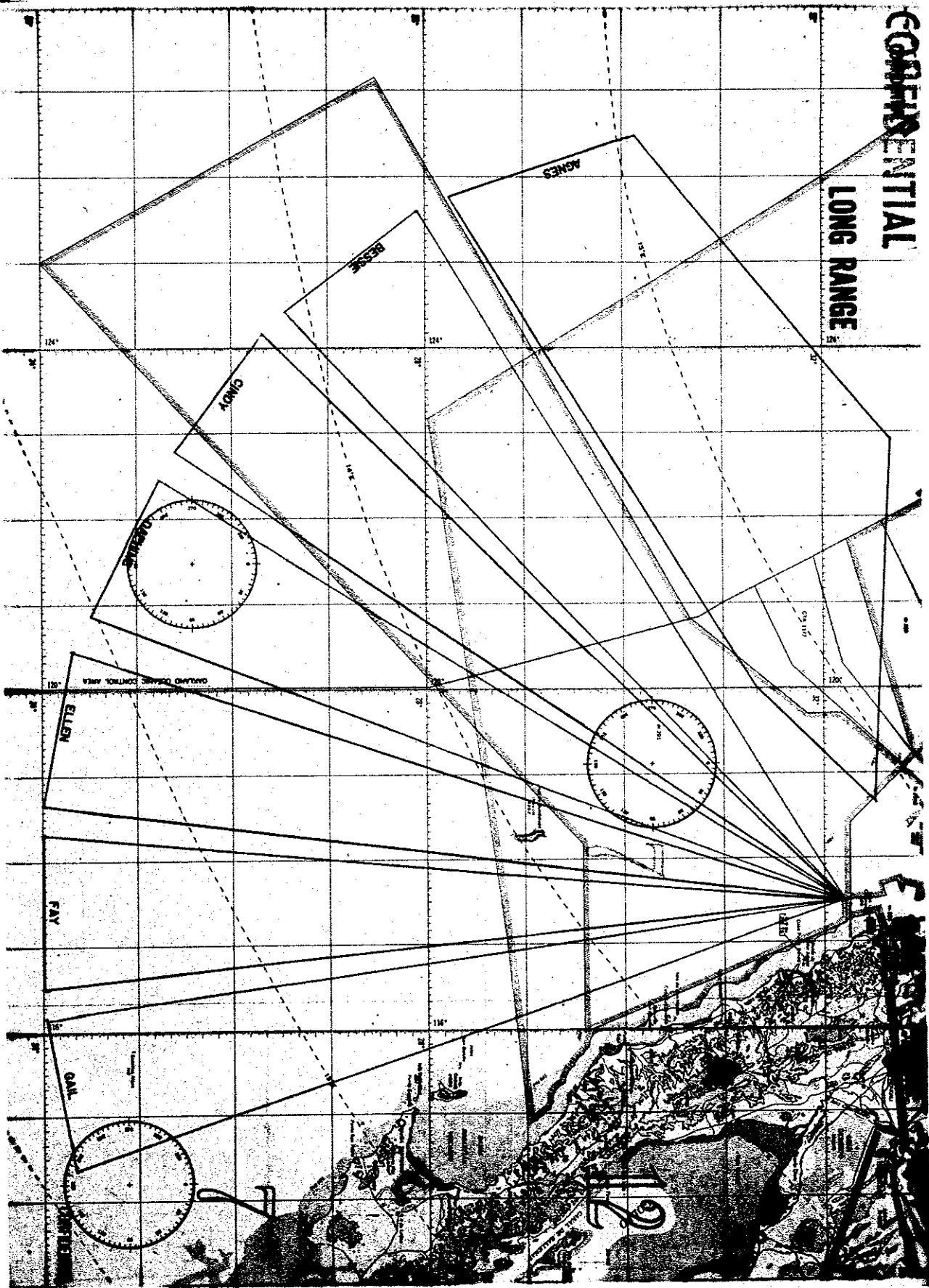
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LONG RANGE

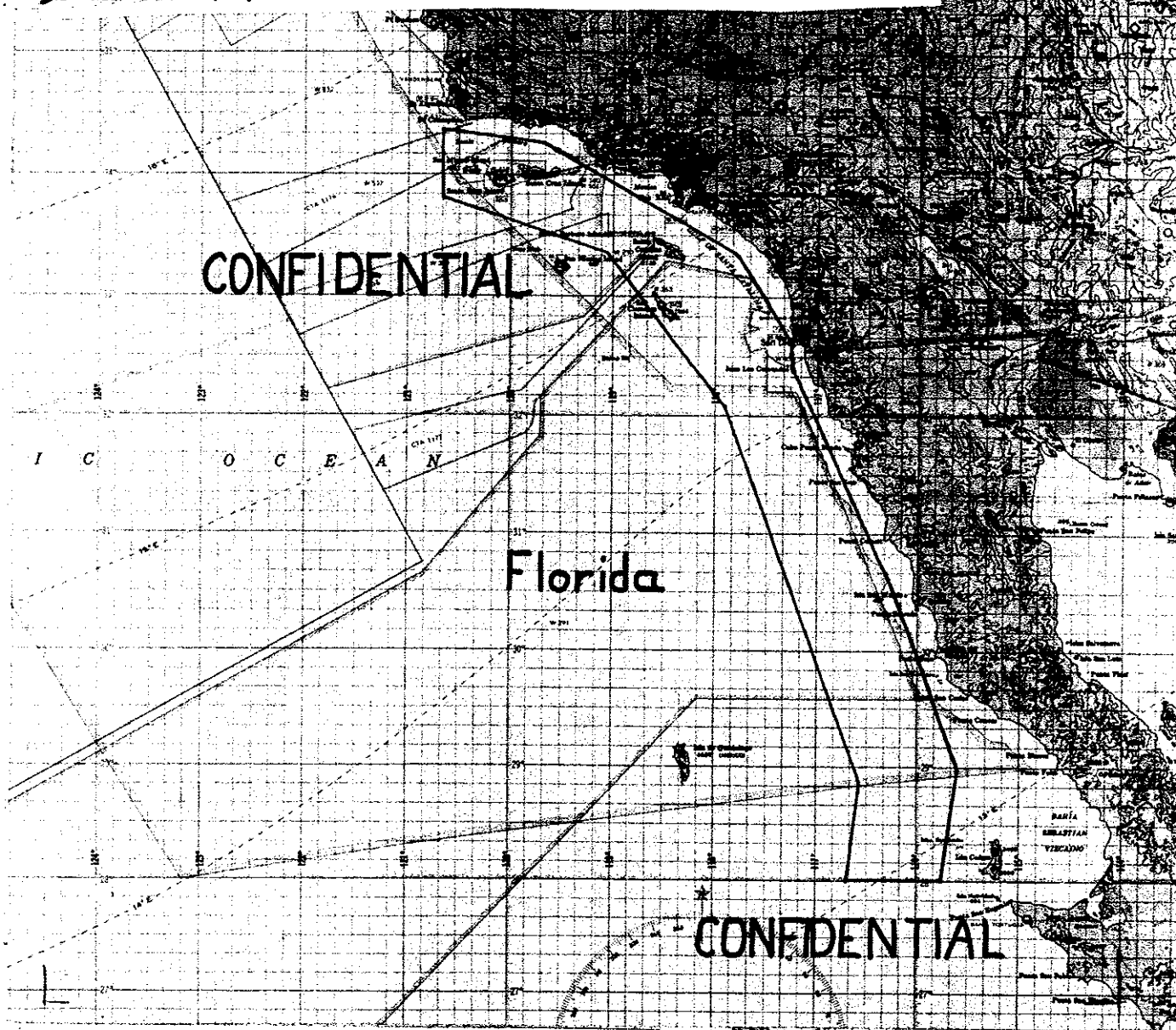


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TRACK FLORIDA

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33-48N 120-40W / 33-21N 119-04W / 32-04N 117-54W / 28-52N 116-35W
28-00N 116-42W / 28-00N 115-45W / 28-58N 115-37W / 30-36N 116-18W
32-22N 117-14W / 32-38N 117-17W



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Tom

Bob

Jack

TRACK TOM

32-00N 117-40W / 33-00N 119-05W / 32-00N 124-00W / 30-00N 126-40W

32-00N 117-40W

TRACK BOB

33-22N 121-30W / 32-30N 122-35W / 25-40N 115-34W / 26-35N 114-30W

33-22N 121-30W

TRACK JACK

32-08N 123-10W / 31-20N 124-16W / 25-50N 118-46W / 26-40N 117-40W

32-08N 123-10W

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DOD OMB 5200.10

TRACK BRONZE

30-42N 119-34W / 32-45N 122-40W / 31-34N 123-45W / 29-29N 120-39W

30-42N 119-34W

TRACK GOLD

30-39N 117-16W / 32-13N 120-43W / 30-57N 121-37W / 29-21N 118-10W

30-39N 117-16W

TRACK COPPER

30-38N 119-29W / 29-12N 120-03W / 28-07N 116-25W / 29-33N 115-52W

30-38N 119-29W

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Gold

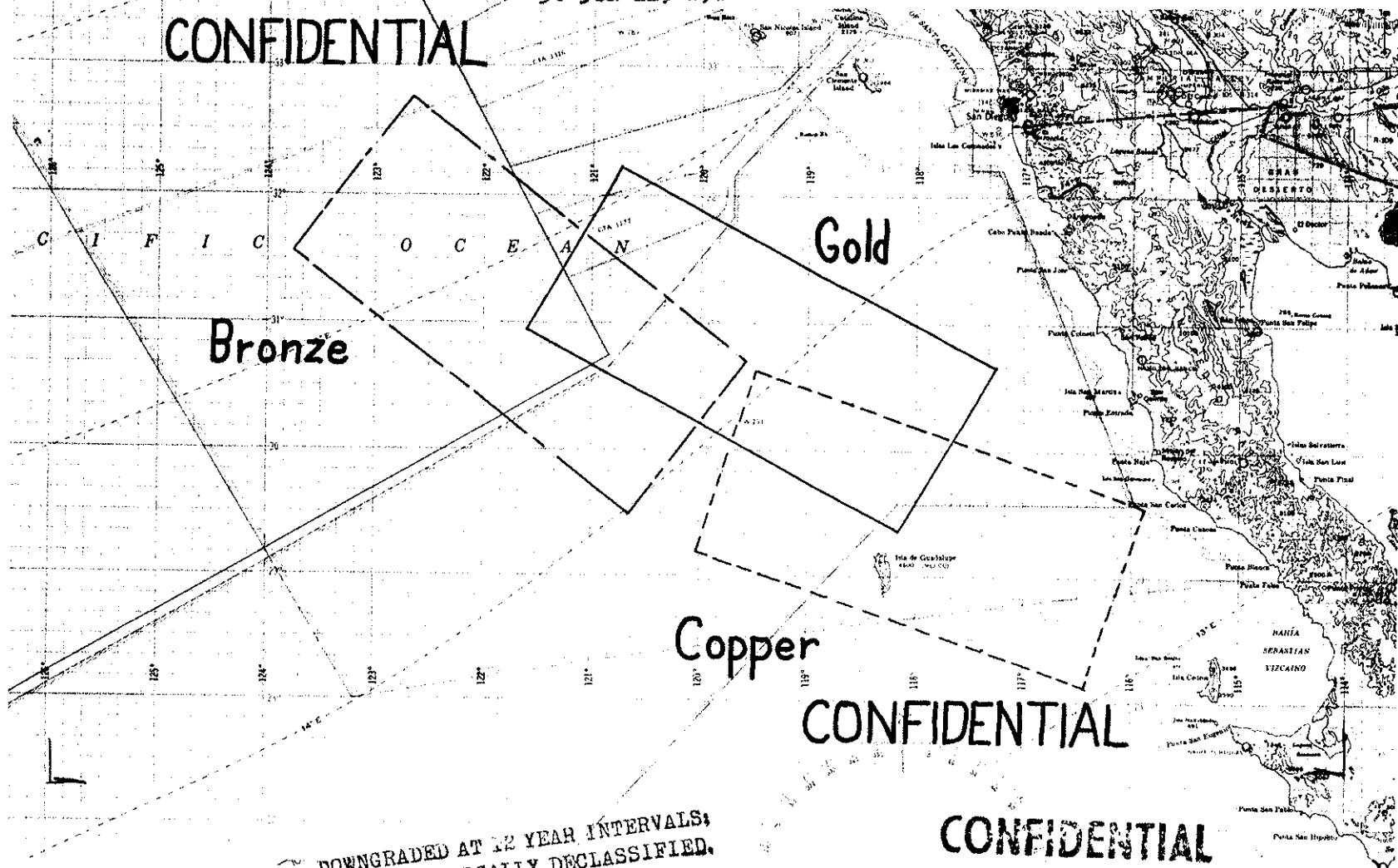
Bronze

Copper

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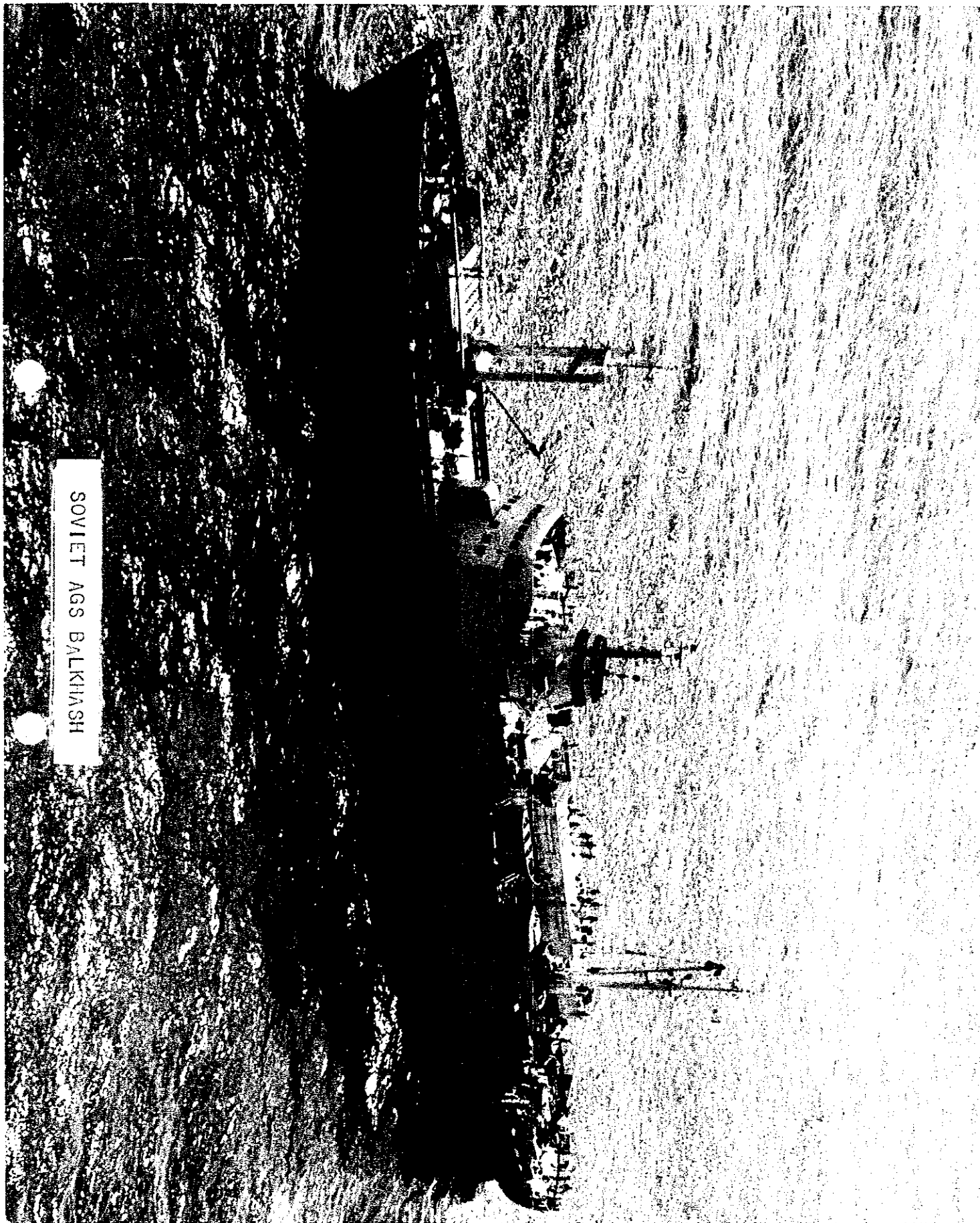
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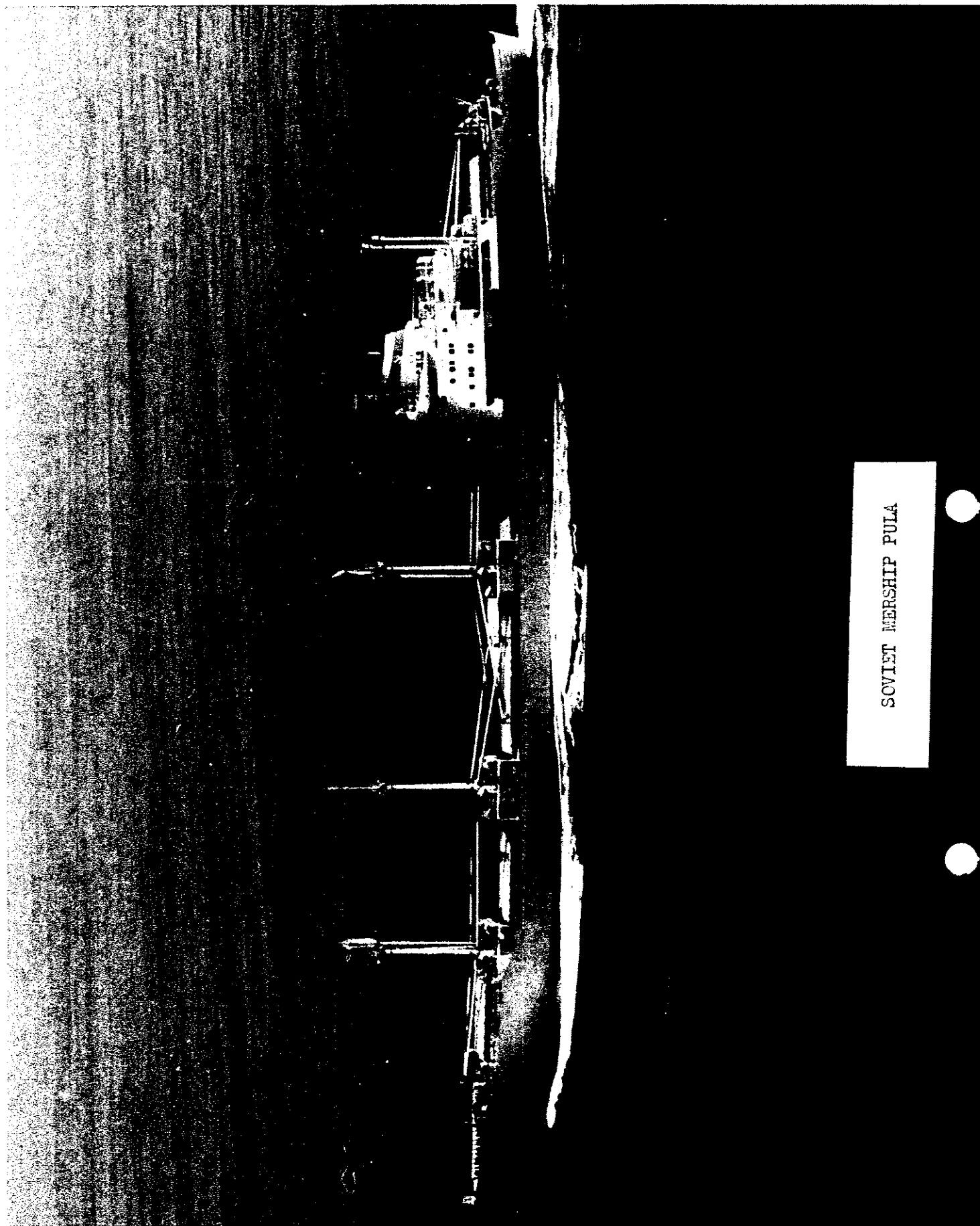
SOVIET AGS BAIKAL



SOVIET AGS BALKHISH



SOVIET MERSHIP PULA



NAVAL AIR FORCE, PACIFIC FLEET
PATROL SQUADRON FORTY
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

FF12/VP40/dgc
3800

Ser: 004
29 MAY 1967

~~SECRET~~ **DECLASSIFIED**

~~SECRET~~ (Unclassified upon removal of Enclosure (1))

From: Commanding Officer, Patrol Squadron FORTY
To: Commander Naval Air Force, U.S. Pacific Fleet

Subj: Post Deployment Intelligence Report, submission of (U)

Ref: (a) COMNAVAIRPAC INST. 03800.5A

Encl: (1) Patron FORTY Post Deployment Intelligence Report

1. In accordance with reference (a), the Post Deployment Intelligence Report of Patrol Squadron FORTY is submitted. The period of the report is from 24 February to 15 May 1967.


H. E. LONGINO

Copy to:

CINCPACFLT
COMSEVENTHFLT
COMASWFORPAC
COMFAIRWINGSPAC
COMFAIRWESTPAC
COMPATFORSEVENTHFLT
USS CURRITUCK
COMFAIRWING EIGHT
COMFAIRWING FOURTEEN
FLEOPINTRACENPAC
FICPAC
DEPUTY AFAITC
ATLANTIC INTELLIGENCE CENTER, NORFOLK
PATRONS 1, 2, 4, 6, 9, 17, 19, 22, 28, 31, 42, 46, 47, 48, 50

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DOD DIR 5200.10

Annex Three

Copy: retyped from a very
poor xerox copy. June 24, 1988 Ray.

FF12/VF40/1:rjf
5000
Ser: 622

From: Commanding Officer, Patrol Squadron FORTY
To: Commander Fleet Air San Diego

Subj: Naval Aviation News Release

Ref: (a) COMFAIRWINGSPACINST 1560.1A

Encl: (1) One "End of an Era" Patch
(2) Assorted Photographs of SP-5B
(3) Photograph of Admiral J.J. HYLAND and Commander H.

1. In accordance with reference (a) enclosures (1), (2) and (3) are forwarded.
2. Enclosed you will find a VP-40 End of an Era Patch and several pictures of the SP-5B Marlin. I feel these would make an excellent spread for your Squadron Insignia Section.
3. Patrol Squadron FORTY has the unique distinction of being the Navy's last operational seaplane squadron.
4. In May, Patrol Squadron FORTY completed the last operational deployment of a Navy seaplane squadron in the SP-5B Marlin. Vice Admiral J. J. HYLAND was on hand for the last seaplane tender operations in Cam Ranh Bay.
5. To commemorate the retirement of the Marlin seaplane, VP-40 initiated a patch competition. Entrants were requested to submit entries depicting an appropriate commemorative theme.
6. The winning entry was received from (b) (6), the squadron's Administrative Officer.
7. His patch has its theme the historic importance of the seaplane in Naval Aviation. It shows the first Navy seaplane and a Marlin symbolic of the 1911-1963 era of the seaplane in Naval Air.
8. The SSP-5B, Navy patrol seaplane, which takes off from and lands on water, will be phased out of the operational inventory in the near future.

9. The Navy has flown seaplanes since the inception of Naval Air in 1911. Some of the old timers maintain that tail-hookers and wet-bottoms are the only aircraft worthy of the navy. When the P-5 fades into history, the Navy will be without a seaplane for the first time.

10. Upon the Squadron's return to San Diego, the skipper, CDR Hugh E. LONGINO was relieved by CDR Joseph P. SMOLINSKY, Jr. The change of command ceremony was held at NAS North Island on 2 June 1967.

11. VP-40's new XO is CDR George A. SUROVIK, coming from PATRON THIRTY-ONE, where he was Detachment OIC at North Island.

12. CDR SMOLINSKY and the men of VP-40 are looking forward to the next four months of flying for they will be logging the last flight hours in Navy seaplane history.

(b) (6)

By direction

Copy to:
COMFAIRWINGSPAC

PATROL SQUADRON FORTY
NEWS RELEASE

Patrol Squadron FORTY
FPO San Francisco, 96601
PAO Officer

DATE: _____

(b)
437-5807

In the near future another chapter in the history of Naval Aviation will come to a close. Patrol Squadron FORTY, home based in San Diego, will be retiring the P-5 Marlin seaplane.

The Navy has flown seaplanes since the inception of Naval Aviation in 1911. Some of the old-timers maintain that tail-hookers and wet-bottoms are the only aircraft worthy of the Navy. When the P-5 fades into history, the Navy will be without a seaplane for the first time.

Patrol Squadron FORTY was reformed shortly after the outbreak of the Korean hostilities, as a relief for the first all reserve squadron to fly in the Korean conflict. FORTY had previously been decommissioned in 1950, after seeing service in World War II and the tense period that followed.

The men of FORTY flew the famous P4M "Mariner" seaplane and were awarded the Korean Presidential Unit Citation in recognition of the squadron's achievements.

Upon returning to the States, FORTY became the first west coast squadron to receive the, then new, P5M "Marlin". Flying the new seaplane, the men of FORTY received the Armed Forces Expeditionary Medal for their work during the Quemoy and Matsu crisis.

More recently, Patrol Squadron FORTY has been patrolling the waters

of South East Asia in an effort to prevent the infiltration of communist arms and munitions into South Vietnam by sea. The following essay, written by a man in VP-40 who participated in South East Asian deployment, is indicative of the pride and patriotic spirit the men of VP-40 feel for the job they have done.

"The war in Vietnam is a hard and unsatisfying war against a ruthless and elusive enemy. We did not provoke this war, but we will stay and fight it.

"South Vietnam and Thailand and the Philippines have the courage and will to fight for their freedom. America gives them the wherewithall to fight for it by giving them the assurance that we will stand with them. Without this assurance they would have two choices—either to whistle the tune their communist neighbors wish to hear, or to put up a heroic but short-lived battle and in the end succumb to communist occupation.

"All free nations, especially those on the periphery of the communist heartland, are potential Vietnams. If we fail to stand with the Vietnamese in their fight for their homes and their freedom, a fight they have undertaken and waged on the assumption that America would stand with them, how quickly we would see the other threatened nations come to terms with the communists, sensing accommodation the only alternative to a futile battle, alone, against the communist giants. If we turn our back on a country and the communists move in, the patriots we had encouraged to resist communist domination can look forward to bullets from a firing squad or permanent exile from family and country—a poor reward for their faith in American promises of support. And the front along which America is defending her own freedom will have been brought that much closer to her own shores, and her own freedom that much less secure.

"We hear that we should choose a more suitable battleground, that we should choose a country where the political issues are more clear-cut and the terrain more hospitable. No doubt we would find our task easier if we could choose our own battlefields, but only an aggressor has that privilege. We cannot abandon Vietnam because the battle will be a hard one. The world will watch as the communists lose their cruel war on a battleground they themselves chose in expectation of a quick and easy victory. We will have met and pushed back the enemy's assault on the cold war's most difficult battlefield. Having won on the hard, we will not be challenged on the easy. And America will have shown, once and for all, her determination to stand beside her friends.

"With our friends and allies we have fought many hard battles in defense of freedom. Soon our children will have the privilege of fighting in this battle we inherited from our fathers. But now it is our turn, and we will fight and die to reaffirm our belief in the continued validity of an ideal—the blessing of freedom. No battle in its defense is a minor battle, and no retreat in the face of a threat to it can be tolerated as strategic. An ideal is at stake, and each victory in its defense is a victory in the endless battle America must wage to safeguard her own freedom. It is a battle of which Americans shall never weary." And the men of VP-40 can be proud of having done their share, and look forward to continuing their efforts in the new P-3 Orion aircraft.

The men are now looking forward to the next few months of flying, for they will be logging the last flight hours in Navy seaplane history.

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The men are now looking forward to the next few months of flying, for they will be logging the last flight hours in Navy seaplane history.

During October one hundred ten officers and of the Royal Canadian Air Force came to NAS, NORTH ISLAND, for a joint ASW exercise. Led by Squadron Leader George Taylor, a familiar face at North Island, the detachment from RCAF MARITIME COMMAND SQUADRON 407 was hosted by VP-40, with Lt(jg) T.L.BROWN acting as host officer.

VP-40 provided backup aircraft for the Canadian P-2 launches for five consecutive days of continuous ASW exercises. But before operations commenced it was agreed, by Commander G. Surovic and Squadron Leader Taylor, that a case of beer would be provided to VP-40 for a single P5M launch. In the case of a 100% launch record for the P2 VP-40 would reciprocate, and the beer would go to the Canadians.

The Canadians won the bet, but midweek in the exercise, one of the Canadians' radio officers was forced to return home. VP-40's David Farren, AXI (AC), filled in as the key crewman, and subsequently received his RCAF Radio Officer's Wings, in appreciation for a job well done.

To cap a most successful exercise two parties were held: The CPO club at North Island hosted the enlisted men of both squadrons and the Officer's club followed with a cocktail party attended by the Skipper of the 407th, Wing Commander Smale, Commander J.P. Smolinski, Jr., Commanding Officer of VP-40, his wife, and the Officers of both squadrons and their guests.

See accompanying story Naval Aviation News page 3, dated Jan.68.

Limit

Period Covered (From - To)

1 OCTOBER 1963 to 31 MARCH 1964

Signature of Commanding Officer or authorized representative

Date Forwarded _____

T. E. SMITHEY, CDR, USN, COMMANDING

10 APR 1964

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

All units complete Part I and other Parts as indicated.
Follow instructions for each blank; fill in all required

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. **Designation:** Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

2. Commanding Officer

C.O. relieved if command changed this period

Date of change

T. E. SMITHEY

J. H. HENSON

9 OCTOBER 1964

3. PERSONNEL ON BOARD

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

	AVIATORS	AIR PILOTS	OTHER	TOTAL
OFFICER	31		17	48
ENLISTED		Ø	291	291
CIVILIAN			Ø	Ø

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

ALL WEATHER ANTI-SUBMARINE SQUADRON

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

COMMANDER FLEET AIR, WHIDBEY

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

[illegible]

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

28 September - 4 October 1963. Detached seven (7) SP-5B aircraft to NAS North Island to participate in Exercise "BLACK BEAR II" under the operational control of Commander, Fleet Air Wing FOURTEEN and Commander, Carrier Division SEVEN. Flew fourteen (14) events without an abort resulting in a total of 141.5 hours flown during Exercise "BLACK BEAR II". Credited with two (2) kills during the Exercise.

8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

OCTOBER 1963

- 28 Sept - 4 Oct Detached seven (7) SP-5B aircraft to NAS North Island to participate in Exercise "BLACK BEAR II" under the operational control of Commander, Fleet Air Wing FOURTEEN and Commander, Carrier Division SEVEN. Flew fourteen (14) events without an abort resulting in a total of 141.5 hours flown during this exercise.
- 5 - 8 Conducted normal operations and training.
- 9 During Change of Command ceremonies CDR. T. E. SMITHEY relieved CDR. J. H. HENSON as Commanding Officer.
- 10 - 25 Conducted normal operations and training.
- 26 Detached four (4) SP-5B aircraft to NAS Alameda under the operational control of Commander, Fleet Air Wing TEN to participate in anti-submarine exercises with the USS STERLET (SS 392).
- 26 - 27 Participated in NAS Whidbey Island Navy Day Ceremonies by holding an Open House at the Seaplane Base. Static displays of SP-5B aircraft were also part of the ceremonies.
- 28 Conducted normal operations and training.
- 29 - 31 Conducted anti-submarine exercises with USS BLUEGILL (SS 242).

NOVEMBER 1963

- 1 Detached four (4) SP-5B aircraft to NAS Alameda under the operational control of Commander, Fleet Air Wing TEN to participate in anti-submarine exercises with USS STERLET (SS 392).

Unit

Period Covered (From - To)

1 April 1964 to 30 Sept 1964

Signature of Commanding Officer or authorized representative

Date Forwarded

15 OCT 1964

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART 1 - ALL UNITS

C.O. relieved if command changed this period

Date of change

2. Commanding Officer

3. PERSONNEL ON BOARD

OFFICER	36		17	53
ENLISTED		Ø	262	262
CIVILIAN			Ø	Ø

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

ALL WEATHER ANTI-SUBMARINE SQUADRON

1 April 1964 to 17 August 1964. COMMANDER, FLEET AIR WING DBEY

17 August 1964 to 30 September 1964. COMMANDER, PATROL FORCE SEVENTH FLEET

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports, and orders covering the operation.)

22 April 1964 - 24 April 1964. Patrol Squadron FORTY-SEVEN participated in exercise "STAMP PAD" under the operational control of Commander, Fleet Air Whidbey. Patrol Squadron FORTY-SEVEN flew ten (10) events with one (1) abort resulting in a total of 65.3 hours flown during the exercise.

15 June 1964 - 30 June 1964. On 13 June 1964 personnel and equipment of Patrol Squadron FORTY-SEVEN were loaded aboard the USS SALISBURY SOUND (AV-13) and on 15 June 1964 the USS SALISBURY SOUND departed NAS Whidbey Island for Cold Bay, Alaska arriving there on 19 June 1964. Ten (10) SP5B aircraft departed NAS Whidbey Island for Cold Bay, Alaska on 20 June 1964 arriving there the same day, one (1) arrived 21 June 1964 and one (1) arrived 25 June 1964. Operating with the USS SALISBURY SOUND (CONT'D)

8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

APRIL 1964

- 1 - 19 Conducted normal operations and training.
- 20 - 21 Conducted anti-submarine exercises with USS BARBEL (SS 580)
- 22 - 24 Participated in exercise "STAMP PAD" under the operational control of Commander, Fleet Air Whidbey. Patrol Squadron FORTY-SEVEN flew ten (10) events with one (1) abort resulting in a total of 65.3 hours flown during this exercise.
- 25 Conducted anti-submarine exercises with USS MEDREGAL (SS 480)
- 26 Conducted normal operations and training.
- 27 - 30 Conducted anti-submarine exercises with USS MEDREGAL (SS 480)

MAY 1964

- 1 - 2 Conducted normal operations and training.
- 3 Participated in Exercise Eastex 1 under the operational control of Commander, Fleet Air Whidbey. Flew two (2) events without an abort resulting in a total of 19.2 hours flown during this exercise.
- 4 - 9 Conducted anti-submarine exercises with USS MEDREGAL (SS 480)
- 10 - 15 Conducted normal operations and training.
- 16 Patrol Squadron FORTY-SEVEN participated in NAS Whidbey Armed Forces Day celebration by holding an Open House at the Seaplane Base. Static displays and the launching and recovery of an SP-5B aircraft were also part of the ceremony. The NAS Whidbey Sky Divers were dropped from Squadron aircraft during the aerial show.
- 17 - 31 Conducted normal operations and training.

JUNE 1964

- 1 - 9 Conducted normal operations and training.
- 10 Commander, Fleet Air Whidbey conducted an Administrative and Material Inspection of Patrol Squadron FORTY-SEVEN. A numerical grade of 91.26 and adjective grade of excellent was assigned.

(CONT'D)

Unit

Period Covered (From - To)

PART II - SHIPS

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

[illegible]

2. AIR UNITS ON BOARD OR TENDED (Omit component squadrons when an Air Group is on board.)

PERIOD	UNIT	PERIOD	UNIT

3. Miles steamed

4. Ship's fuel consumed

Aviation fuel consumed

CARRIER LANDINGS AND CATAPULT LAUNCHINGS: Give date upon which even thousands were reached, cumulative from original commissioning when possible, but if from other event as recommissioning or conversion, should so state. May include a breakdown as desired. For some numbers it will be of interest to note, also, the air unit, plane type, and pilot involved.

5. Carrier loadings

6. Catapult launchings

PART III - WINGS AND GROUPS: List units on board, including detachments; give dates when only part of report period is involved, otherwise use "entire" or "all".

[illegible]

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED		NUMBER ON HAND		DATE FIRST RECEIVED		
SP-5B		12				
2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	OCTOBER	675.3	127	JANUARY	601.7	132
	NOVEMBER	578.9	116	FEBRUARY	641.4	111
	DECEMBER	500.2	91	MARCH	635.8	118

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED
2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

Enclosure (1) to PART VI (OPNAV Form 5750-2 (Rev 4-60) Aviation Historical Summary is an 8" X 10" glossy color photograph of Patrol Squadron FORTY-SEVEN's new squadron insignie. The new insignie was officially approved by CNO ltr ser. 188PO5 of 5 March 1964.

PARAGRAPH 9 OF AVIATION HISTORICAL REPORT

18 - 31 Conducted operations in support of Gulf of Tonkin crisis.

SEPTEMBER 1964

1 - 17 Conducted operations in support of Gulf of Tonkin crisis.

18 Conducted normal operations and training

19 - 20 Conducted operations in support of Gulf of Tonkin crisis.

21 - 30 Conducted normal operations and training.

PARAGRAPH 7 OF AVIATION HISTORICAL REPORT

(CONT'D 15 June 1964 - 30 June 1964.)

the squadron flew ASW and routine training flights for a total flight time during the deployment of 378 hours.

15 August 1964 - 30 September 1964. On 15 August 1964 personnel and equipment of Patrol Squadron FORTY-SEVEN commenced deployment from NAS Whidbey Island to NS Sangley Point, Philippines. This marked the first deployment for Patrol Squadron FORTY-SEVEN since the return from MCAS Iwakuni, Japan in May of 1960. On 17 August 1964 Commanding Officer Patrol Squadron FORTY-SEVEN assumed additional duty as Commander Task Group 72.3 and immediately entered into operations in the Gulf of Tonkin crises. Around-the-clock operations were maintained from 19 August 1964 until 17 September 1964, during which time ASW coverage of TF 77, TF 76, TU 73.3.1 and coverage of the Luzon and Taiwan barriers was provided by Patrol Squadron FORTY-SEVEN.

PARAGRAPH 9 OF AVIATION HISTORICAL REPORT

(CONT'D 10 June 1964)

- 11 - 15 Conducted normal operations and training.
- 15 - 30 Transferred personnel and equipment aboard the USS SALISBURY SOUND (AV-13) for extended operations in Cold Bay, Alaska. Under the operational control of Commander Alaskan Sea Frontier, Patrol Squadron FORTY-SEVEN flew ASW and routine training flights for a total flight time of 378 hours during the deployment.

July 1964

- 1 - 5 Conducted normal operations and training.
- 6 - 8 Patrol Squadron FORTY-SEVEN detached two (2) SP-5B aircraft to USS SALISBURY SOUND (AV-13) for port call in Juneau, Alaska.
- 12 - 31 Conducted normal operations and training.

AUGUST 1964

- 1 - 14 Conducted normal operations and training.
- 15 - 17 Patrol Squadron FORTY-SEVEN commenced departing NAS Whidbey Island for deployment to NS Sangley Point, Philippines.
- 17 Commanding Officer Patrol Squadron FORTY-SEVEN assumed additional duty as CTG 72.3 under operational control of Commander, Patrol Force Seventh Fleet and began operations in support of Gulf of Tonkin crisis.

PARAGRAPH 9 CONTINUED

- 1 - 4 Conducted anti-submarine exercises with USS BLUEGILL (SS 242).
- 5 - 6 Conducted normal operations and training.
- 7 Conducted anti-submarine exercises with USS BLUEGILL (SS 242).
- 8 - 11 Conducted normal operations and training.
- 12 - 14 Conducted anti-submarine exercises with USS BLUEGILL (SS 242).
- 15 - 30 Conducted normal operations and training.

DECEMBER 1963

- 1 - 2 Conducted normal operations and training.
- 3 - 7 Commander, Fleet Air Whidbey conducted an Operational Readiness Inspection of Patrol Squadron FORTY-SEVEN. AN overall numerical grade of 66.26 with an adjective grade of Unsatisfactory was assigned due to failures in the Mining and ASW Phases (to be re-run at later date).
- 8 - 31 Conducted normal operations and training.

JANUARY 1964

- 1 - 20 Conducted normal operations and training.
- 21 Commander, Fleet Air Whidbey conducted the rerun of the Mining Phase of the Operational Readiness Inspections of Patrol Squadron FORTY-SEVEN. A numerical grade of 84.00 and an adjective grade of Satisfactory was assigned.
- 22 - 23 Conducted normal operations and training.
- 24 Participated in Operation "HAPPY HOUR" conducted by Commander, Fleet Air Whidbey, in which four (4) SP-2H, five (5) A3B's and two (2) SP-5B took part. In the overall squadron Mining competition Patrol Squadron FORTY-SEVEN took fifth and seventh places.
- 25 - 26 Conducted normal operations and training.
- 27 - 31 Conducted anti-submarine exercise with USS RASHER (SS 269).

FEBRUARY 1964

- 1 Conducted anti-submarine exercises with USS RASHER (SS 269)
- 2 - 16 Conducted normal operations and training.
- 17 - 20 Commander, Fleet Air Whidbey conducted the rerun of the ASW Phase of the Operational Readiness Inspection of Patrol Squadron FORTY-SEVEN. A numerical grade of 72.73 and an adjective grade of Satisfactory was assigned.
- 21 - 25 Conducted normal operations and training.
- 25 - 27 Conducted anti-submarine exercises with USS RASHER (SS 269).
- 28 Conducted normal operations and training.

MARCH 1964

- 1 Conducted normal operations and training.

PARAGRAPH 9 CONTINUED

2 Detached three (3) SP-5B aircraft to NAS Alameda under the operational control of Commander, Fleet Air Wing TEN to participate in anti-submarine exercises with USS CHARR (SS 328).
 3 - 5 Conducted anti-submarine exercises with USS RASHER (SS 269).
 5 CNO approved new squadron insignie. (photo appended hereto)
 7 Conducted normal operations and training.
 8 Detach three (3) SP-5B aircraft to NAS Alameda under the operational control of Commander, Fleet Air Wing TEN to participate in anti-submarine exercises with USS CHARR (SS 328)
 9 Conducted normal operations and training.
 10 - 12 Conducted normal operations and training.
 13 - 31 Conducted normal operations and training.

PART IV - SQUADRONS	TYPE A/C ASSIGNED	NUMBER ON HAND
	SP-5B	12

PART IV OPERATIONAL STATISTICS

MONTH	HOURS FLOWN	NO. OF FLIGHTS
OCTOBER	675.3	127
NOVEMBER	578.9	116
DECEMBER	500 .2	91
JANUARY	601.7	132
FEBRUARY	641.4	111
MARCH	635.8	118

Unit Patrol Squadron FORTY-SEVEN	Period Covered (From - To) 1 OCT 1964 - 31 MAR 1965
Signature of Commanding Officer or authorized representative L. V. ALTZ, USN, COMMANDING OFFICER	Date Forwarded 29 APR 1965

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and forward original to the Office of the Chief of Naval Operations, Op-05ASG, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.		C.O. relieved if command changed this period		Date of change	
L. V. ALTZ		T. E. SMITHEY		6 OCT 1964	
3. PERSONNEL ON BOARD		AVIATORS	AIR PILOTS	OTHER	TOTAL
At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.		OFFICER	31	12	43
		ENLISTED	0	258	258
		CIVILIAN	0	0	0
4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)					

ALL WEATHER ANTI-SUBMARINE SQUADRON

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

1 OCTOBER 1964 to 28 FEBRUARY 1965. COMMANDER, PATROL FORCE SEVENTH FLEET

1 MARCH 1965 to 19 MARCH 1965. COMMANDER FLEET AIR WHIDBEY

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
1 OCT 64 - 28 FEB 65	NS SANGLEY POINT, PHILIPPINES
1 MAR 65 - 19 MAR 65	NAS WHIDBEY ISLAND, WASHINGTON
19 MAR 65 - 31 MAR 65	NAS MOFFETT FIELD, CALIFORNIA
19 MAR 65 - 31 MAR 65	DETACHMENT, NAS WHIDBEY ISLAND, WASHINGTON

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

10 November 1964 - 12 November 1964. Patrol Squadron FORTY-SEVEN participated in a combined US/ROKN MINEX. A four (4) plane detachment of SP-5B aircraft operating from MCAS Iwakuni, Japan made mine runs to Yosu-Haemen Harbor, South Korea. Results were very successful for all participating forces.

8 December 1964 - 12 December 1964. Patrol Squadron FORTY-SEVEN participated in Exercise "TALL BACK" under the operational control of Commander, Patrol Force SEVENTH Fleet. Patrol Squadron FORTY-SEVEN, providing ASW coverage to participating carrier attack units and replenishment groups, flew seven (7) events with one (1) abort resulting in a total of 77.0 hours flown during the exercise.

8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

Patrol Squadron FORTY-SEVEN has been recommended for the Armed Forces Expeditionary Medal by Commander, SEVENTH Fleet for its work in the Vietnam crisis during the period.

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

OCTOBER 1964

- 1 - 5 Conducted normal operations and training.
- 6 During Change of Command Ceremonies CDR L. V. ALTZ relieved CDR T. E. SMITHEY as Commanding Officer.
- 7 Conducted normal operations and training.
- 8 Participated in a combined US/PHIL MINEX. Mines were dropped by squadron aircraft at Lingayen Gulf, Philippines and recovered by the Philippine Navy.
- 11 Conducted normal operations and training.
- 12-14 Conducted special search for Soviet Hydrographic Ship "VITYAZ" with ship being located on 14 October 1964.
- 15-31 Conducted normal operations and training.

NOVEMBER 1964

- 1 - 9 Conducted normal operations and training.
- 10 - 12 Patrol Squadron FORTY-SEVEN participated in a combined US/ROKN MINEX. Operating out of MCAS Iwakuni, Japan a four (4) plane detachment of SP-5B aircraft dropped mines in Yosu-Haemen Harbor, South Korea.
- 13 - 30 Conducted normal operations and training.

Period Covered (From - To)

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

[illegible]

PERIOD	UNIT	PERIOD	UNIT

Aviation fuel consumed

6. Catapult launchings

[illegible]

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED	NUMBER ON HAND	DATE FIRST RECEIVED
SP-5B	16	July 1960

2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	April	695.4	121	July	501.4	92
	May	604.4	102	Aug	252.5	34
	June	1000.8	147	Sept	1080.9	119

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED
2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

PARAGRAPH 5 OF AVIATION HISTORICAL REPORT

19 March 1965 to 31 March 1965. COMMANDER, FLEET AIR WING TEN

19 March 1965 to 31 March 1965. Whidbey Detachment. COMMANDER, FLEET AIR WHIDBEY

PARAGRAPH 7 OF AVIATION HISTORICAL REPORT

6 January 1965 - 8 January 1965. Patrol Squadron FORTY-SEVEN participated in a Navy Ordnance Readiness Manuever (NORM) conducted by Commander, Fleet Air Western Pacific. Patrol Squadron FORTY-SEVEN received an adjective grade of outstanding and a numerical grade of 95.3% for the test.

19 January 1965 - 2 February 1965. Patrol Squadron FORTY-SEVEN detached three (3) SP-5B aircraft to the USS SALISBURY SOUND (AV-13) located at Buckner Bay, Okinawa to maintain coverage of Taiwan Straits.

7 February 1965 - 28 February 1965. Patrol Squadron FORTY-SEVEN entered the Gulf of Tonkin Crisis by providing ASW coverage to TF 77 and TG 76.5. On 12 February 1965 Patrol Squadron FORTY-SEVEN detached eleven (11) SP-5B aircraft to the USS SALISBURY SOUND (AV-13) located at Da Nang Harbor, South Vietnam for contingency operations. The aircraft returned to NS Sangley Point, Philippines on 17 February 1965 maintaining constant coverage throughout the period until 28 February 1965.

28 February 1965 - 6 March 1965. Patrol Squadron FORTY-SEVEN loaded personnel and equipment to commence return to NAS Whidbey Island, Washington after completion of a seven (7) month deployment.

1 March 1965. Patrol Squadron FORTY-SEVEN received a change of homeport from NAS Whidbey Island, Washington to NAS Moffett Field, California for transition to the P3A Orion type aircraft commencing 19 March 1965. A six (6) plane detachment of SP-5B aircraft will be maintained at NAS Whidbey Island through June 1965.

PARAGRAPH 9 OF AVIATION HISTORICAL REPORT

DECEMBER 1964

1 - 7	Conducted normal operations and training.
8 - 12	Patrol Squadron FORTY-SEVEN participated in Exercise "TALL BACK" under the operational control of Commander, Patrol Force Seventh Fleet. Patrol Squadron FORTY-SEVEN flew seven (7) events with one (1) abort for a total of 77.0 hours flown during the exercise.
13 - 16	Patrol Squadron FORTY-SEVEN flew ten (10) SP-5B aircraft to MCAS Iwakuni, Japan to evade oncoming typhoon.
17 - 19	Conducted normal operations and training.
20	Officers and men of Patrol Squadron FORTY-SEVEN celebrated the Christmas Season by giving the children of the Tala Leprosarium, Philippines a Christmas Party.
21 - 31	Conducted normal operations and training.

Hoiz

Period Covered (From - To)

1 Oct 1965 to 31 Mar 1966

Signature of Contractor or authorized representative

Data Forwarded

MAY 10 1966

~~J.R. Pickens, CDR, USN, Commanding Officer~~

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

All units complete Part I and other Parts as indicated.
Follow instructions for each blank; fill in all required

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART 1 - ALL UNITS

1. *Designation:* Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

2. Commanding Officer

C.O. relieved if command changed this period

Date of change

3. PERSONNEL ON BOARD

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

OFFICER

ENLISTED

CIVILIAN

AVIATORS

AIR PILOTS

OTHER

TOTAL

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

All Weather Anti-Submarine Squadron

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

1 Oct 1965 to 10 Jan 1966 Commander, Fleet Air Wing Eight, Moffett Field

10 Jan 1966 to 31 Mar 1966 Commander, Patrol Force Seventh Fleet/CFAW 1

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

[illegible]

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

1 October 1965 to 9 October 1965. Patrol Squadron FORTY-SEVEN participated in Exercise RAGWEED under operational control of Commander First Fleet, flying ten (10) events resulting in a total of 80 hours.

15 November 1965 to 16 November 1965. The mining phase of our operational readiness inspection was performed at Admiralty Bay mining range. The mining range could not be raked therefore the mining runs were rescheduled for San Clemente Island and completed on 3 December.

(See attached sheet for continuation of this item)

8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

OCTOBER 1965

Patrol Squadron FORTY-SEVEN, based at NAS Moffett Field, California, CDR J.R. Pickens commanding, under the operational and administrative control of Fleet Air Wing Eight, flew a total of 759 flight hours during the month. These hours are broken into: Pilot flight training hours 143; ASW flight training hours 293; Operational flight hours 220; and special services, VIP, test, etc. 103 hours.

Our major commitments during this month are as follows: Seven coastal ASW patrols as scheduled by Fleet Air Wing Eight, thirty-two hours of submarine services mostly flown out of Barbers Point, Hawaii, exercise RAGWEED was conducted, and on 25 October 1965 a two-plane detachment was sent to NS Midway Island.

NOVEMBER 1965

During the month of November Patrol Squadron FORTY-SEVEN flew a total of 740 hours: Pilot flight training hours 151; ASW flight training hours 202; Operational flight hours 35; and special services, transit flights, etc. made up the remainder of the time.

Our major commitments during this month were as follows: A two plane detachment at NS Midway Island, Exercise RANGE BUSH, the mining phase of our ORI, eleven (11) hours of submarine services, and ten(10) coastal ASW patrols.

DECEMBER 1965

During early December 1965 Patrol Squadron FORTY-SEVEN completed the mining and ASW phases of their operational readiness inspection. Our total flight hours numbered 539, divided among: Pilot flight training hours 300; ASW flight training hours 160; Operational flight hours 46; and 53 hours of submarine services. The 46 operational flight hours consisted of five (5) events scheduled by Fleet Air Wing Ten which relieved Fleet Air Wing Eight in December. On 28 December 1965 the advanced party left for Okinawa for the first deployment with the P3A.

(See attached sheet for continuation of this item)

Hint:

Period Covered (From - To)

1 Oct 1965 to 31 Mar 1966

PART II • SHIPS

[illegible]

PERIOD	UNIT	PERIOD	UNIT
NA			

3. Miles stepped

4. Ship's fuel consumed

Aviation fuel consumed

CARRIER LANDINGS AND CATAPULT LAUNCHINGS: Give date upon which even thousands were reached, cumulative from original commissioning when possible, but if from other event as recommissioning or conversion, should so state. May include a breakdown as desired. For some numbers it will be of interest to note, also, the air unit, plane type, and pilot involved.

5. Carrier landings

6. Catapult Launchings

NA

PART III - WINGS AND GROUPS: List units on board, including detachments; give dates when only part of report period is involved, otherwise use "entire" or "all".

[illegible]

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED	NUMBER ON HAND	DATE FIRST RECEIVED
P3A	10	MARCH 1965

2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	October	751	141	January	1192	152
	November	740	137	February	1131	161
	December	598	122	March	1146	187

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED
NA		

2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED
NA		

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

PARAGRAPH 9 OF AVIATION HISTORICAL REPORT

JANUARY 1965

- 1 - 2 Conducted normal operations and training.
- 3 Patrol Squadron FORTY-SEVEN participated in a joint US/GRC exercise providing ASW training for both the squadron and the participating unit from the Republic of China.
- 4 - 5 Conducted normal operations and training.
- 6 - 8 Patrol Squadron FORTY-SEVEN participated in a Naval Ordnance Readiness Manuever (NORM) conducted by Commander, Fleet Air Western Pacific. Patrol Squadron FORTY-SEVEN received an adjective grade of OUTSTANDING and a numerical grade of 95.3% for the test.
- 9 Conducted normal operations and training.
- 10 - 12 Conducted anti-submarine exercises with USS SEGUNDO (SS-398)
- 13 - 18 Conducted normal operations and training.
- 19 - 2 FEB Patrol Squadron FORTY-SEVEN detached three (3) SP-5B aircraft to the USS SALISBURY SOUND (AV-13) located at Buckner Bay, Okinawa to maintain Taiwan Straits coverage.
- 23 - 24 Patrol Squadron FORTY-SEVEN maintained surveillance of a Soviet "Krupnyy" class DD enroute to Indonesia.
- 25 - 31 Patrol Squadron FORTY-SEVEN participated in special searches and flights supporting Seventh Fleet units in investigation of unusual Soviet movements during this period.

FEBRUARY 1965

- 1 - 2 Patrol Squadron FORTY-SEVEN participated in special searches and flights supporting Seventh Fleet units in investigations of unusual Soviet movements during this period.
- 3 - 4 Conducted normal operations and training.
- 5 - 28 Patrol Squadron FORTY-SEVEN entered into around-the-clock operations for the latest Gulf of Tonkin Crisis. During this time, ASW coverage of TF 77 and TG 76.5 was maintained as well as normal patrols and special flights flown during the period. On 28 February 1965 Patrol Squadron FORTY-SEVEN was relieved as CTG 72.3 and preparations were commenced to prepare for movement back to NAS Whidbey Island, Washington after completing a seven (7) month deployment at NS Sangley Point, Philippines.

MARCH 1965

- 1 - 6 Patrol Squadron FORTY-SEVEN commenced movement of personnel and equipment from NS Sangley Point, Philippines to NAS Whidbey Island, Washington. On 1 March 1965 Patrol Squadron FORTY-SEVEN received a change of homeport to NAS Moffett Field, California for transition to the P3A Orion aircraft. A six (6) plane detachment of SP-5B aircraft is to be maintained at NAS Whidbey Island, Washington through June 1965.
- 7 - 31 Patrol Squadron FORTY-SEVEN commenced transition period to the P3A Orion aircraft under the operational and administrative control of Commander, Fleet Air Wing Ten.

Continued from page 1 of 4, item (7) of Aviation Historical Report

18 November 1965 to 24 November 1965. Patrol Squadron FORTY-SEVEN participated in Exercise RANGE BUSH under operational control of Commander First Fleet, flying eight (8) events resulting in a total of 70 hours.

14 December 1965 to 15 December 1965. The ASW phase of the operational readiness inspection was conducted at NAS Barbers Point utilizing the USS Greenfish.

28 December 1965 to 10 January 1966. On 28 December 1965 personnel and equipment of Patrol Squadron FORTY-SEVEN commenced deployment from NAS Moffett Field to NAF Naha, Okinawa. This marked the first deployment for Patrol Squadron FORTY-SEVEN with the P3A. On 10 January 1966 Commanding Officer Patrol Squadron FORTY-SEVEN assumed additional duty as Commander Task Group 72.2.

04 February 1966 to 10 February 1966. Patrol Squadron FORTY-SEVEN participated in Exercise GILLNET under operational control of Commander Task Force 72, flying 13 events for a total of one hundred and five hours (105).

Continued from page 2 of 4, item (9) of Aviation Historical Report

JANUARY 1966

On January 10, 1966, Commander Patrol Squadron FORTY-SEVEN officially became Commander Task Group 72.2. Our total flight time during the month was 1192 hours, divided among: Pilot flight training hours 201; ASW flight training hours 64; Operational flight hours 910; and 49 hours of submarine services with the USS Spinax.

Major commitments were as follows: Daily ocean surveillance air patrols, a four plane detachment to NS Sangley Point operating off the coast of Vietnam, and special surveillance of Russian Forces in the area.

FEBRUARY 1966

During the month of February, total flight time was 1131 hours, divided among: Pilot flight training hours 112; ASW flight training hours 83; Operational flight hours 928; and 69 hours of submarine services.

Major commitments were as follows: Daily ocean surveillance air patrols; Exercise GILLNET under the direction of Commander Task Force 36; and a four plane detachment to NS Sangley Point. Submarine services were conducted with the USS Spinax and the USS Salmon.

MARCH 1966

During March 1966 a total of 1146 flight hours were flown by Patrol Squadron FORTY-SEVEN. These were divided among: Pilot flight training hours 113; ASW flight training hours 183; Operational flight hours 603; and 182 hours of submarine services.

Major commitments were as follows: A detachment of four planes to NS Sangley Point; submarine training with USS Diodon and USS Tang; and ocean surveillance air patrols.

Unit

Period Covered (From - To)

01 OCT 64/31 MAR 65

Date Forwarded _____

9 MAY 1965

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART 1 - ALL UNITS

G.O. relieved if command changed this period

Date of change

C. J. M^CGRATH COMMANDER USN

3. PERSONNEL ON BOARD

	AVIATORS	AIR PILOTS	OTHER	TOTAL
OFFICER	37		17	54
ENLISTED		0	269	269
CIVILIAN				

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

COMMANDER FLEET AIR WING FOURTEEN

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

[illegible]

7. *Participation in special exercises, operations, and operational tests* (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

1. CONVEX "Fast Express" 16 NOV-17 NOV 64, COMDESRON ONE
2. SUBEX 12 JAN USS MENHADEN
3. SUBEX 12-15 JAN 65 HMCS GRILSE
4. EWEX 5-65 1-3 FEB 65 CTC 54.5
5. ASWEX 4-65 8-11 FEB 65 DESRON ONE
6. EXERCISE SILVER LANCE 23-FEB-8 MAR, COMMANDER FIRST FLEET
7. ORI 20-27 MAR 65, FLEET AIR WING FOURTEEN
8. ASWEX 6-65-24-25 MAR 65. COMCORTON THREE

8. *Official or other recognition of accomplishment* - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

Recommended for Expeditionary Medals (Tonkin Gulf participation 5 Aug-15 Sept 64)

Safety Award

9. *General resume of activity* - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

Upon return CONUS, Patrol Squadron Forty-Eight was involved in considerable flight crew re-organization accompanied with acceptance of several "new" aircraft from NAS North Island "Mothball Fleet" and Weeksville O & R (Elizabeth City, N.C.). Extensive participation in the above mentioned exercises has enabled Patrol Squadron Forty-Eight to maintain a high degree of readiness in spite of post-deployment and Christmas leave periods.

Attention is presently focused upon forthcoming Operational Readiness Inspection in June 1965.

Unit

Period Covered (From - To)

1 OCT 64-31 MAR 65

PART II - SHIPS

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

[illegible]

2. AIR UNITS ON BOARD OR TENDED (Omit component squadrons when an Air Group is on board.)

PERIOD	UNIT	PERIOD	UNIT
N/A			

3. Miles steamed

4. Ship's fuel consumed

Aviation fuel consumed

CARRIER LANDINGS AND CATAPULT LAUNCHINGS: Give date upon which even thousands were reached, cumulative from original commissioning when possible, but if from other event as recommissioning or conversion, should so state. May include a breakdown as desired. For some numbers it will be of interest to note, also, the air unit, plane type, and pilot involved.

5. Carrier landings

N/A

6. Catapult launchings

PART III - WINGS AND GROUPS: List units on board, including detachments; give dates when only part of report period is involved, otherwise use "entire" or "all".

[illegible]

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED		NUMBER ON HAND		DATE FIRST RECEIVED		
SP-5B		13				
2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	OCT	113.1	37	JAN	484.8	94
	NOV	375.1	83	FEB	576.4	105
	DEC	447.1	81	MAR	489.4	94

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD		ARRIVED	DEPARTED
N/A			
2. COMMANDS AND ACTIVITIES ON BOARD		ARRIVED	DEPARTED
N/A			

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

N/A

PATROL SQUADRON FORTY-EIGHT

Period Covered (From - To)

1 April 1965-30 September 1965

Signature of Commanding Officer or authorized representative

Date Forwarded

C. O. ROBINS, ACTING

15 October 1965

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART 1 - ALL UNITS

C.O. relieved if command changed this period

Date of change

2. Commanding Officer

W. M. SHAVER, CDR, USN

C. J. McGRATH, CDR, USN

7 April 1965

3. PERSONNEL ON BOARD

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

	AVIATORS	AIR PILOTS	OTHER	TOTAL
OFFICER	36		18	54
ENLISTED		0	289	289
CIVILIAN			0	0

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

SAME

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

COMMANDER FLEET AIR WING FOURTEEN

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

[illegible]

7. *Participation in special exercises, operations, and operational tests* (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give date, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

1. Tee Shot: 2-7 April 1965
2. EWEX 5-65: 12-14 April
3. HUKASWEX: 4-11 May
4. DESOTO: 4-5 May
5. ASWEX 8-65: 12-14 May
6. ORI: 1-3 June
7. HUKASWEX 5-65: 7-10 July
8. ASWEX 11-65: 19-22 July
9. ASWEX 12-65: 9-12 August
10. Hot Stove: 27 August-3 September
11. EWEX 5-65: 13-15 September

8. *Official or other recognition of accomplishment* - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

NONE

9. *General resume of activity* - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

Patrol Squadron FORTY-EIGHT participated in many exercises during this period, enabling us to maintain the capability and high degree of readiness required for an early deployment.

The Commanding Officer and six (6) ASW crews departed for WESTPAC in September 1965, to bolster the Patrol Force in the South China Sea.

The squadron, with the six remaining crews, is conducting a rigorous ASW and Pilot-TACCO program, in order to relieve the present six-crew detachment.

During the deploying weeks in September, VP-48 operated for two weeks with the U.S.S. Salisbury Sound (AV-13) in the Alaska area.

Period Covered (From - To)
1 April 1965-30 Sept 1965

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

[illegible]

PERIOD	UNIT	PERIOD	UNIT
	NOT APPLICABLE		

Aviation fuel consumed

5. Catapult launchings

NOT APPLICABLE

[illegible]

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED	NUMBER ON HAND	DATE FIRST RECEIVED
SP-5B	8	7 October 1964

2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	April	481.7	84	July	571.1	111
	May	608.3	122	August	576.2	110
	June	621.1	112	September	391.0	72

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED
NOT APPLICABLE		
2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED
NOT APPLICABLE		

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

NOT APPLICABLE

Unit Patrol Squadron FORTY-EIGHT	Period Covered (From - To) 1 October 1965-31 March 1966
Signature of Commanding Officer or authorized representative C. O. ROBINS, CDR, USN	Date Forwarded 17 May 1966

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and forward original to the Office of the Chief of Naval Operations, Op-05ASG, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

NO CHANGE

2. Commanding Officer

C.O. relieved if command changed this period

Date of change

W. M. SHAVER, CDR, USN

N.A.

N.A.

3. PERSONNEL ON BOARD

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

	AVIATORS	AIR PILOTS	OTHER	TOTAL
OFFICER	41		19	60
ENLISTED		0	417	417
CIVILIAN			0	0

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

SAME

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

COMMANDER FLEET AIR WING FOURTEEN

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
1 OCT 65-31 MAR 66	U. S. Naval Air Station, North Island, San Diego, California
1 OCT 65-31 MAR 66	6 CREW Detachment at U. S. Naval Station, Sangley Point, Republic of the Philippines

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

1. EWEX	21-65 on 11-13 OCT	COMTRAPAC
2. ASWEX	17-65 on 1-5 NOV	COMDESRON
3. SUBASWEX	3-65 on 8-20 NOV	SUBFLOT ONE
4. EWEX	25-65 on 15-17 NOV	COMTRAPAC
5. COMTUEX	1-66 on 17-19 JAN	COMDESRON FIFTEEN
6. EWEX	5-66 on 14-16 FEB	COMTRAPAC
7. EWEX	7-66 on 14 MAR	COMTRAPAC
8. MARKET TIME	9-65 to 3-66	AV AIR PATROL GROUP (CTG 72.5)
9. OPERATION SOUTHWIND	3-66	COMCOAST SURVFOR (CTG 115)
10. EXERCISE GILLNET	2-66	PHILIPPINE AIR PATROL GROUP

8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

Flight Personnel received the Vietnam Service Medal for their service within the Vietnam Defense Zone.

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

In October 1965 the Squadron established a Detachment at the Naval Station, Sangley Point, Philippine Islands, to meet Operational commitments imposed by the crisis in Vietnam. Necessary Flight Crews and support personnel were transported to the Western Pacific by Fleet Tactical Support Squadron TWENTY-ONE. Six SP-5 aircraft were procured from COMFAIRWESTPAC and made ASW Ready as quickly as possible.

The Detachment operated from Seaplane Tenders for prolonged periods of time in -

- (1) Cam Ranh Bay, Vietnam providing Coastal surveillance to prevent enemy infiltration of arms and supplies into South Vietnam (Market Time Operations).
- (2) Buckner Bay, Okinawa under the Operational Control of Commander Task Force 72.

Ocean Surveillance Patrols from the Naval Station, Sangley Point, were maintained during these periods.

The parent Squadron at North Island, San Diego, spent most of the time "training" to insure qualified crews were available to replace the six crews which established the Detachment. The Squadron is presently rotating one relief crew and associated ground personnel to the Detachment on a monthly basis.

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED	NUMBER ON HAND	DATE FIRST RECEIVED
SP-5	11	SAME AS LAST REPORT

2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	OCTOBER	672.0	118	JANUARY	765.2	116
	NOVEMBER	736.9	123	FEBRUARY	666.1	113
	DECEMBER	846.3	135	MARCH	755.5	121

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED
DOES NOT APPLY		

2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED
DOES NOT APPLY		

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

NONE

Unit

Period Covered (From - To)

Patrol Squadron FORTY-EIGHT

1 October 1965-31 March 1966

PART 11 - SHIPS

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

[illegible]

2. AIR UNITS ON BOARD OR TENDED (Omit component squadrons when an Air Group is on board.)

PERIOD	UNIT	PERIOD	UNIT
	DOES NOT APPLY		

3. Miles steamed

4. Ship's fuel consumed

Aviation fuel consumed

CARRIER LANDINGS AND CATAPULT LAUNCHINGS: Give date upon which even thousands were reached, cumulative from original commissioning when possible, but if from other event as recommissioning or conversion, should so state. May include a breakdown as desired. For some numbers it will be of interest to note, also, the air unit, plane type, and pilot involved.

5. Carrier landings

6. Catapult Launchings

DOES NOT APPLY

PART III. WINGS AND GROUPS: List units on board, including detachments; give dates when only part of report period is involved, otherwise use "entire" or "all".

[illegible]

Unit Patrol Squadron Forty-Eight	Period Covered (From - To) 1 April- 31 Sept., 1966
Signature of Commanding Officer or authorized representative <i>G.O. Robins</i> G.O. ROBINS, CDR, USN	Date Forwarded 12 October, 1966

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and forward original to the Office of the Chief of Naval Operations, Op-05A5G, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

NO CHANGE

2. Commanding Officer

C.O. ROBINS, CDR, USN.

C.O. relieved if command changed this period

W.M. SHAVER, CDR, USN.

Date of change

26 April, 1966

3. PERSONNEL ON BOARD

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

	AVIATORS	AIR PILOTS	OTHER	TOTAL
OFFICER	40		20	60
ENLISTED		0	354	354
CIVILIAN			0	0

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

SAME

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

COMMANDER FLEET AIR WING FOURTEEN

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
1 APRIL-31 SEPT 66	U.S. Naval Air Station, North Island, San Diego, California
1 APRIL-27 SEPT 66	6 crew detachment at U.S. Naval Station, Sangley Point, Republic of the Philippines

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

1. MARKET TIME	4-66 to 7-66	AV AIR PATROL GROUP (CTG 72.5)
2. ASWEX	7-10 on 8 MAY	COMDESRON FIVE (CTG 70.9)
3. OPERATION SEA IMP	JUNE 1966	SEATO
4. EXERCISE BELAYING PIN	11-13 JULY	COMFIRSTFLT (CTF 11)
5. EWEX	16-66 on 26-27 JULY	COMFRAPAC
6. SUBASWEX	3-66 on 1-3 AUGUST	COMSUBPAC
7. EXERCISE EAGER ANGLER	13-15 SEPTEMBER	COMFIRSTFLT (CTF 11)

8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. (Give dates of awards and events; claims for "firsts" are meaningless without a date.)

Flight and ground support personnel received the Vietnam Service Medal for participation in "Market Time" operations within the Vietnam Defense Zone.

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

While the six home-based crews of Patrol Squadron Forty-Eight conducted training, flew operational flights and participated in First Fleet exercises, our detachment seven thousand miles away was serving a twofold purpose. Under the operational control of Fleet Air Wing Eight (CTG 72.3) Patrol Squadron Forty-Eight Det. (CTU 72.3.3) provided ASW coverage and air surveillance of merchant shipping in the South China Sea. Additional units of our detachment were patrolling the Vietnam coast to prevent enemy infiltration of arms and supplies.

The Detachment deployed for extended tender operations from seadromes established in -

- (1) Cam Ranh Bay, Vietnam flying "Market Time" patrols.
- (2) Buckner Bay, Okinawa under the operational control of Commander Task Force 72

One flight crew and associated ground personnel were rotated on a monthly basis to our WESTPAC detachment until August, 1966 when orders were received to disestablish Patrol Squadron Forty-Eight Det. On 27 September the detachment was officially dissolved and for the first time in twelve months personnel of VP-48 were re-united at North Island Naval Air Station, San Diego, California.

Unit

Period Covered (From - To)
1 April- 31 Sept., 1966

PART II - SHIPS

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

[illegible]

2. AIR UNITS ON BOARD OR TENDED (Omit component squadrons when an Air Group is on board.)

PERIOD	UNIT	PERIOD	UNIT
	DOES NOT APPLY		

3. Miles steamed

4. Ship's fuel consumed

Aviation fuel consumed

CARRIER LANDINGS AND CATAPULT LAUNCHINGS: Give date upon which even thousands were reached, cumulative from original commissioning when possible, but if from other event as recommissioning or conversion, should so state. May include a breakdown as desired. For some numbers it will be of interest to note, also, the air unit, plane type, and pilot involved.

5. Carrier landings

6. Catapult launchings

DOES NOT APPLY

DOES NOT APPLY

PART III - WINGS AND GROUPS: List units on board, including detachments; give dates when only part of report period is involved, otherwise use "entire" or "all".

[illegible]

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED	NUMBER ON HAND	DATE FIRST RECEIVED
SP-5B	5	SAME AS LAST REPORT

2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	APRIL	612	116	JULY	609	121
	MAY	576	98	AUGUST	579	115
	JUNE	503	105	SEPTEMBER	201	51

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED
DOES NOT APPLY		

2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED
DOES NOT APPLY		

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

NONE

1966 Command History of Patrol Squadron FORTY-EIGHT

At the beginning of 1966, Patrol Squadron FORTY-EIGHT was under the command of Commander William M. Shaver, USN, with Commander Clarence O. Robins, USN, serving as his Executive Officer. Under the operational and administrative control of Commander Fleet Air Wing Fourteen, the squadron consisted of twelve SP-5B type aircraft, fifty-five officers, and three-hundred eighty-eight enlisted personnel. Six of the squadron's aircraft were located at NAS North Island, San Diego, California, and the other six were located at the VP-48 Detachment stationed at the U.S. Naval Station Sangley Point, Republic of the Philippines. The squadron was operating on a six-month rotational basis, and personnel were transferred approximately monthly. This caused a continuous cycling of personnel from their home port at NAS North Island to WESPAC, and vice versa. The majority of these personnel were transported by Air Transport Squadron TWENTY-ONE which is home-ported at NAS Barbers Point, Hawaii.

The primary mission of Patrol Squadron FORTY-EIGHT was to conduct prompt and sustained all-weather anti-submarine warfare operations and shipping reconnaissance on the West Coast of the United States as well as in the South China Sea. An additional requirement of conducting "Market Time" flights along coastal Vietnam was placed on the Detachment at Sangley Point, a requirement that caused VP-48 aircraft to operate from various Seaplane Tenders located in Cam Ranh Bay, South Vietnam, and Buckner Bay, Okinawa. Early in the year the squadron operated from both the

Pine Island (AV-12) and the Currituck (AV-7). The Currituck rotated to her home port at the Naval Station, San Diego, in February, 1966, and the Pine Island remained on-station until relieved by the Salisbury Sound (AV-13) in June. The remainder of VP-48's deployment was spent operating with the Salisbury Sound in the seadromes at both Cam Ranh Bay and Buckner Bay.

From 17 through 19 January 1966, Patrol Squadron FORTY-EIGHT participated in COMTUEX 1-66, a fleet exercise in which the squadron was controlled by COMDESRON 15, and from 14 through 16 February, participated in EWEX 5-66 under the control of CONTRAFAC. The squadron took an active part in both of these important fleet training exercises and helped bring them both to successful conclusions.

On 26 April 1966, at a change of command ceremony held at NAS North Island, Patrol Squadron FORTY-EIGHT welcomed her new Commanding Officer, Commander Clarence O. Robins, USN, who had served as the Executive Officer since April, 1965. Commander Donald J. Childers, USN, formerly the Operations Officer, was appointed the new Executive Officer.

In May, 1966, an unavoidable incident involving one of the Sangley Point based aircraft tested and proved the capabilities of the squadron's excellent Maintenance Department. Severe damage to the bottom of one SP-5B was caused by a collision with the seaplane ramp during ramping operations at Sangley Point. Damage of this calibre is generally repaired at an Overhaul and Repair facility, but because of the urgent need for the aircraft by the squadron, and the extremely high calibre of maintenance

personnel in the squadron, the Commanding Officer ordered repairs to be accomplished on the spot. After a relatively short period of time, a valuable unit of the Free World's arsenal was back in service at a conservatively estimated savings of \$115,000.

Meanwhile, as part of its intensive training program, the squadron was taking part in still more fleet training exercises. On 8 May 1966, VP-48 participated in an ASWEX while working for COMDESRON 5, and the Detachment, not to be outdone in the training department, participated in a huge SEATO exercise called Operation Sea-Imp in June of 1966. All nations belonging to the South-East Asia Treaty Organization took part in this very important exercise which provided invaluable training to a large part of the Free World's forces. Next came Belaying Pin, from 11 through 13 July, at which time VP-48 was under the operational control of COMFIRSTFLT. This exercise was closely followed by EWEX 16-66 on 26 and 27 July, controlled by COMTRAPAC, and SUBASWAS 3-66 from 1 through 3 August, which was controlled by COMSUBPAC. In each of these exercises Patrol Squadron FORTY-EIGHT performed exactly "as advertised" and proved to be an extremely capable combat-ready unit.

On 31 August 1966, Mr. Arthur Godfrey arrived at Sangley Point while on a tour of Guam, Vietnam, and the Philippines, and spent a good part of his time aboard the station with the Commanding Officer of VP-48. Commander Robins explained many of the intricacies of the various systems of the SP-5B aircraft, and even gave Mr. Godfrey, a former Navy pilot, a cockpit checkout. Visibly impressed, Mr. Godfrey expressed his pleasure with hand-

shakes, smiles, and words of thanks for all personnel present.

Earlier in August, Patrol Squadron FORTY-EIGHT received word that the Detachment at Sangley Point would be de-activated and transferred to NAS North Island, San Diego, as soon as practicable. This meant that the six aircraft being operated by the squadron would have to be "sold" to Patrol Squadron FIFTY, a sister squadron operating from Sangley Point, or ferried to Japan for storage. The Maintenance Departments of both squadrons went to work and picked out twelve of the best aircraft to be retained by VP-50, and began the tedious job of selecting the best electronics gear to be placed in these aircraft. By 4 September 1966, all aircraft had been transferred, and all Patrol Squadron FORTY-EIGHT personnel had departed NAS Sangley Point via Air Transport Squadron TWENTY-ONE airlifts for their home port, NAS North Island.

Upon its arrival at NAS North Island, VP-48 found that since the squadron was operating only six aircraft, an accelerated ground training schedule could be maintained for the personnel not required for the maintenance or operation of these aircraft. All crews were participating regularly in weapons loads, NATOPS lectures, recognition classes, air intelligence briefs, weapons familiarization classes, and weapons system trainer periods that lasted from four to twelve hours per day, four days per week. The squadron also participated in an operation called Eager Angle: from 13 through 16 September, an exercise in which VP-48 acted as the Wing (CTG 10.6) for planning and operational purposes. The squadron performed the same function again from 13 through 18 October, that of Operational Command Representative, for Baseline

II, an exercise in which Patrol Squadrons ONE, FORTY, and FORTY-SEVEN were involved in the actual flight operations.

Also in October, a message was received by the squadron indicating that VP-48 would not receive any replacement aircraft for those left overseas, and that the squadron was to begin making plans to transition to P-3A "Orion" type aircraft. A decommissioning schedule was devised by the Maintenance Department for the orderly turnover of the remaining six SP-5B aircraft, keeping in mind that those aircraft would be responsible for attending to all operational requirements and commitments during the transition and training periods.

By late October, the first enlisted personnel were reporting to various schools at either NAS North Island, or their new home, NAS Moffett Field. On 5 December, the first group of pilots, including the Commanding Officer, began ground school training with Patrol Squadron THIRTY-ONE at Moffett Field. The first P-3A aircraft is scheduled to be received by the squadron on 23 January 1967, and the other eight aircraft should follow shortly after. The final detachment of squadron personnel from North Island will be transferred to Moffett Field in April, 1967.

Patrol Squadron FORTY-EIGHT

Chronology of the Year 1966

1 January	Squadron operating with six aircraft at NAS North Island, San Diego, and six aircraft at NS Sangley Point, R.P.
17-19 January	COMTUEX 1-66
14-16 February	EWEX 5-66
26 April	Change of command: Commander C. O. Robins, USN, replaced Commander W. L. Shaver, USN.
2 May	Aircraft incident at Sangley Point, R.P.
8 May	ASWEX
1 June	Operation Sea-Imp
11-13 July	Belaying Pin
26-27 July	EWEX 16-66
1-3 August	SUBASWAS 3-66
8 August	Message received ordering deactivation of Detachment at Sangley Point.
31 August	Good will tour by Mr. Arthur Godfrey.
4 September	Last VP-48 personnel departed Sangley Point
13-16 September	Eager Angler
13-18 October	Baseline II. Message ordering transition to P-3 aircraft received by squadron.
17 October	First enlisted personnel began transition schools.
5 December	First pilot class began training with VP-31.

PATROL SQUADRON FORTY-EIGHT
FPO SAN FRANCISCO 96601

1966

FF12/VP-48/WSF:fn
5700
Ser: 20
30 JAN 1967

REPORT SYMBOL 5750-1

From: Commanding Officer, Patrol Squadron FORTY-EIGHT
To: Chief of Naval Operations (OP-05A5G)

Subj: Command History Report; forwarding of

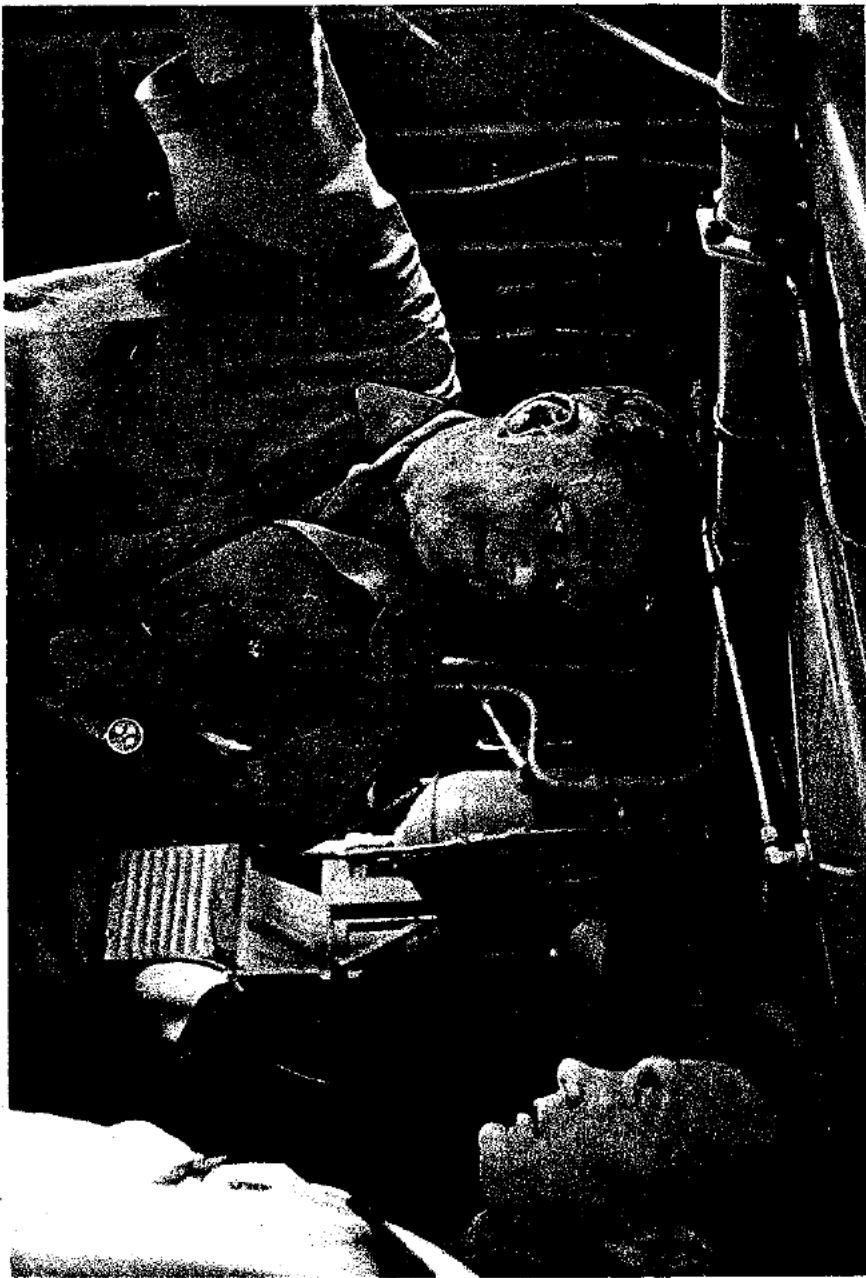
Ref: (a) OPNAV Instruction 5750.12

Encl: (1) Patrol Squadron FORTY-EIGHT Command History (1966)

1. In accordance with reference (a), enclosure (1) is forwarded.


C. C. ROBINS

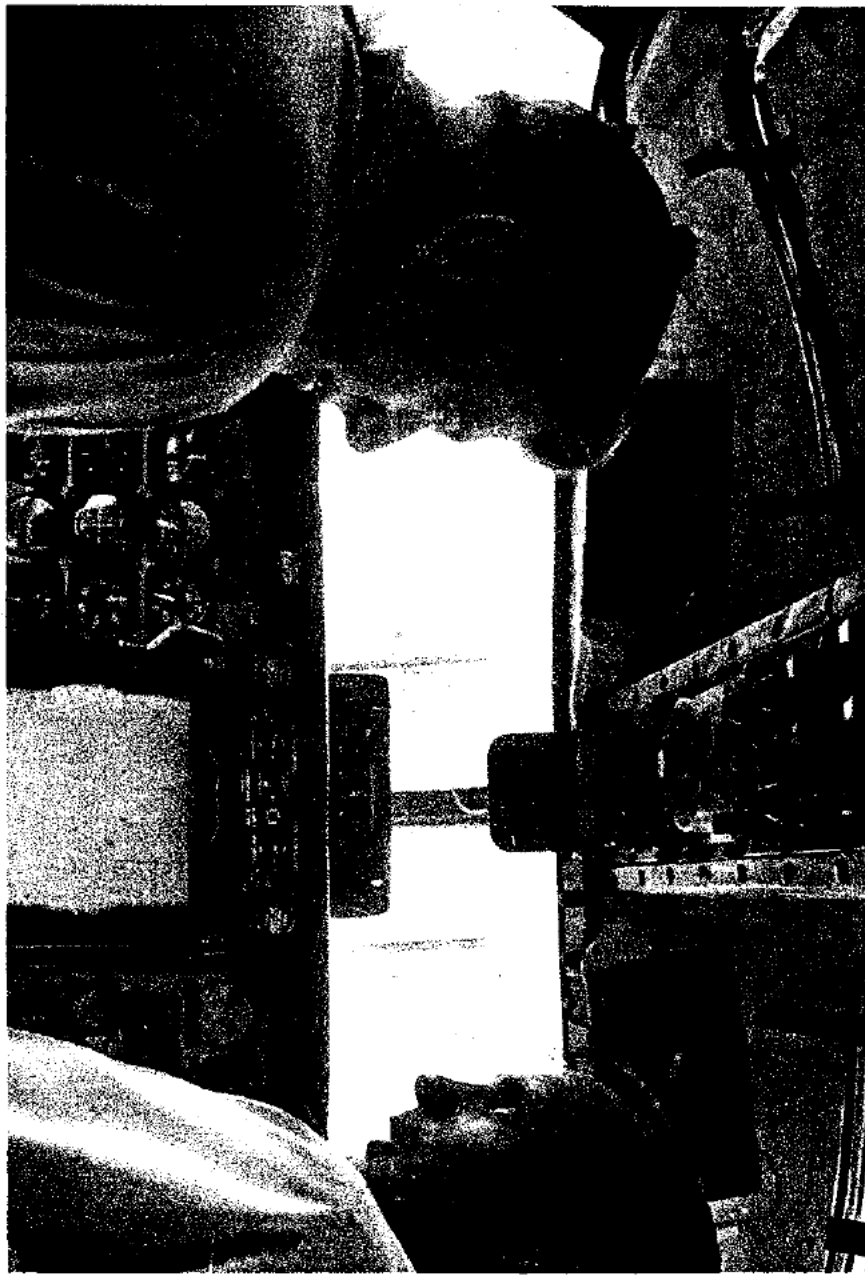
Copy to:
CNO (OP-09B9)
CINCPACFLT



31 August 1966

Commander Clarence O. Robins, USN, Commanding Officer of Patrol Squadron FORTY-EIGHT explains some of the intricacies of the various systems of the SP-5B aircraft flown by his squadron to Mr. Arthur Godfrey, himself a former Navy pilot.

Official U.S. Navy Photograph



31 August 1966

Commander Clarence O. Robins, USN, Commanding Officer of Patrol Squadron FORTY-EIGHT, gives world famous radio and television personality, Mr. Arthur Godfrey, a cockpit checkout in one of the squadron's SP-5B aircraft at the U.S. Naval Station Sangley Point, Republic of the Philippines.

Official U.S. Navy Photograph

Unit PATROL SQUADRON FORTY-EIGHT	Period Covered (From - To) 01 OCT 64/31 MAR 65
Signature of Commanding Officer or authorized representative <i>[Signature]</i>	Date Forwarded 9 MAY 1965

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and forward original to the Office of the Chief of Naval Operations, Op-05A5G, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

2. Commanding Officer

C.O. relieved if command changed this period

Date of change

C. J. McGRATH COMMANDER USN

3. PERSONNEL ON BOARD

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

	AVIATORS	AIR PILOTS	OTHER	TOTAL
OFFICER	37		17	54
ENLISTED		0	269	269
CIVILIAN				

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

COMMANDER FLEET AIR WING FOURTEEN

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
1 OCT-31 MAR 65	U.S. Naval Air Station, North Island, San Diego, California

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

1. CONVEX "Fast Express" 16 NOV-17 NOV 64, COMDESRON ONE
2. SUBEX 12 JAN USS MENHADEN
3. SUBEX 12-15 JAN 65 HMCS GRILSE
4. EWEX 5-65 1-3 FEB 65 CTG 54.5
5. ASWEX 4-65 8-11 FEB 65 DESRON ONE
6. EXERCISE SILVER LANCE 23-FEB-8 MAR, COMMANDER FIRST FLEET
7. ORI 20-27 MAR 65, FLEET AIR WING FOURTEEN
8. ASWEX 6-65-24-25 MAR 65, COMCORTRON THREE

2. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

Recommended for Expeditionary Medals (Tonkin Gulf participation 5 Aug-15 Sept 64)

Safety Award

3. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits; conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

Upon return CONUS, Patrol Squadron Forty-Eight was involved in considerable flight crew re-organization accompanied with acceptance of several "new" aircraft from NAS North Island "Mothball Fleet" and Weeksville O & R (Elizabeth City, N.C.). Extensive participation in the above mentioned exercises has enabled Patrol Squadron Forty-Eight to maintain a high degree of readiness in spite of post-deployment and Christmas leave periods.

Attention is presently focused upon forthcoming Operational Readiness Inspection in June 1965.

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED	NUMBER ON HAND	DATE FIRST RECEIVED
SP-5B	13	

2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	OCT	113.1	37	JAN	484.8	94
	NOV	375.1	83	FEB	576.4	105
	DEC	447.1	81	MAR	489.4	94

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED
N/A		

2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED
N/A		

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

N/A

Unit 1

PATROL SQUADRON FORTY-EIGHT

Signature of Commanding Officer or authorized representative

C. O. ROBINS, ACTING

Period Covered (From - To)

1 April 1965-30 September 1965

Date Forwarded _____

15 October 1965

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp, at their position in the report. Avoid over-classification.

PART 1 • ALL UNITS

2. Commanding Officer

W. M. SHAVER, CDR, USN

C.O. relieved if command changed this period

C. J. McGRATH, CDR, USN

Date of change

7 April 1965

3. PERSONNEL ON BOARD

	AVIATORS	AIR PILOTS	OTHER	TOTAL
OFFICER	36		18	54
ENLISTED		0	289	289
CIVILIAN			0	0

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

SAME

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

COMMANDER FLEET AIR WING FOURTEEN

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

[illegible]

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

1. Tee Shot: 2-7 April 1965
2. EWEX 5-65: 12-14 April
3. HUKASWEX: 4-11 May
4. DESOTO: 4-5 May
5. ASWEX 8-65: 12-14 May
6. ORI: 1-3 June
7. HUKASWEX 5-65: 7-10 July
8. ASWEX 11-65: 19-22 July
9. ASWEX 12-65: 9-12 August
10. Hot Stove: 27 August-3 September

8. *Official or other recognition of accomplishment* - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

NONE

9. *General resume of activity* - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

Patrol Squadron FORTY-EIGHT participated in many exercises during this period, enabling us to maintain the capability and high degree of readiness required for an early deployment.

The Commanding Officer and six (6) ASW crews departed for WESTPAC in September 1965, to bolster the Patrol Force in the South China Sea.

The squadron, with the six remaining crews, is conducting a rigorous ASW and Pilot-TACCO program, in order to relieve the present six-crew detachment.

During the deploying weeks in September, VP-48 operated for two weeks with the U.S.S. Salisbury Sound (AV-13) in the Alaska area.

Unit

Period Covered (From - To)

1 April 1965-30 Sept 1965

PART 11 - SHIPS

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

[illegible]

2. AIR UNITS ON BOARD OR TENDED (Omit component squadrons when an Air Group is on board.)

PERIOD	UNIT	PERIOD	UNIT
	NOT APPLICABLE		

2. Miles steered

4. Ship's fuel consumed

Aviation fuel consumed	
------------------------	--

CARRIER LANDINGS AND CATAPULT LAUNCHINGS: Give date upon which even thousands were reached, cumulative from original commissioning when possible, but if from other event as recommissioning or conversion, should so state. May include a breakdown as desired. For some numbers it will be of interest to note, also, the air unit, plane type, and pilot involved.

5. Carrier landings

6. Catapult Launchings

NOT APPLICABLE

PART III - WINGS AND GROUPS: List units on board, including detachments; give dates when only part of report period is involved, otherwise use "entire" or "all".

[illegible]

DATE FIRST RECEIVED

8

7 October 1964

MONTH

HOURS FLOWN

[illegible]

MONTH

HOURS FLOWN

[illegible]

April

487.7

84

July

571.3

111

May

608.3

122

August

576.2

110

June

621.1

112

September

391.0

72

1. UNITS ON BOARD

ARRIVED

DEPARTED

NOT APPLICABLE

2. COMMANDS AND ACTIVITIES ON BOARD

ARRIVED

DEPARTED

NOT APPLICABLE

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

NOT APPLICABLE

Unit Patrol Squadron FORTY-EIGHT	Period Covered (From - To) 1 October 1965-31 March 1966
Signature of Commanding Officer or authorized representative <i>C. O. Robbins</i> C. O. ROBBINS, CDR, USN	Date Forwarded 17 May 1966

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and forward original to the Office of the Chief of Naval Operations, Op-05ASG, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.	NO CHANGE			
2. Commanding Officer W. M. SHAVER, CDR, USN	C.O. relieved if command changed this period N.A.	Date of change N.A.		
3. PERSONNEL ON BOARD	AVIATORS	AIR PILOTS	OTHER	TOTAL
At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.	OFFICER 41	19	417	60
	ENLISTED 0	0	0	417
	CIVILIAN 0	0	0	0
4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.) SAME				
5. Next senior operational command (Give start and end dates if changed during this reporting period.)				

COMMANDER FLEET AIR WING FOURTEEN

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
1 OCT 65-31 MAR 66	U. S. Naval Air Station, North Island, San Diego, California
1 OCT 65-31 MAR 66	6 CREW Detachment at U. S. Naval Station, Sangley Point, Republic of the Philippines

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

1. EWEX	21-65 on 11-13 OCT	COMTRAPAC
2. ASWEX	17-65 on 1-5 NOV	COMDESRON
3. SUBASWEX	3-65 on 8-20 NOV	SUBFLOT ONE
4. EWEX	25-65 on 15-17 NOV	COMTRAPAC
5. COMTUEX	1-66 on 17-19 JAN	COMDESRON FIFTEEN
6. EWEX	5-66 on 14-16 FEB	COMTRAPAC
7. EWEX	7-66 on 14 MAR	COMTRAPAC
8. MARKET TIME	9-65 to 3-66	AV AIR PATROL GROUP (CTG 72.5)
9. OPERATION SOUTHWIND	3-66	COMCOAST SURVFOR (CTG 115)
10. EXERCISE GILLNET	2-66	PHILIPPINE AIR PATROL GROUP

3. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

Flight Personnel received the Vietnam Service Medal for their service within the Vietnam Defense Zone.

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced, special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

In October 1965 the Squadron established a Detachment at the Naval Station, Sangley Point, Philippine Islands, to meet Operational commitments imposed by the crisis in Vietnam. Necessary Flight Crews and support personnel were transported to the Western Pacific by Fleet Tactical Support Squadron TWENTY-ONE. Six SP-5 aircraft were procured from COMFAIRWESTPAC and made ASW Ready as quickly as possible.

The Detachment operated from Seaplane Tenders for prolonged periods of time in -

(1) Cam Ranh Bay, Vietnam providing Coastal surveillance to prevent enemy infiltration of arms and supplies into South Vietnam (Market Time Operations).

(2) Buckner Bay, Okinawa under the Operational Control of Commander Task Force 72.

Ocean Surveillance Patrols from the Naval Station, Sangley Point, were maintained during these periods.

The parent Squadron at North Island, San Diego, spent most of the time "training" to insure qualified crews were available to replace the six crews which established the Detachment. The Squadron is presently rotating one relief crew and associated ground personnel to the Detachment on a monthly basis.

Patrol Squadron FORTY-EIGHT

1 October 1965-31 March 1966

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

2. AIR UNITS ON BOARD OR TENDED (Omit component squadrons when an Air Group is on board.)

Aviation fuel consumed

CARRIER LANDINGS AND CATAPULT LAUNCHINGS: Give date upon which even thousands were reached, cumulative from original commissioning when possible, but if from other event as recommissioning or conversion, should so state. May include a breakdown as desired. For some numbers it will be of interest to note, also, the air unit, plane type, and pilot involved.

8. Catapult launchings

DOES NOT APPLY

PART III - WINGS AND GROUPS: List units on board, including detachments; give dates when only part of report period is involved, otherwise use "entire" or "all".

[illegible]

PART IV. SQUADRONS

1. TYPE A/C ASSIGNED		NUMBER ON HAND	DATE FIRST RECEIVED			
SP-5		11	SAME AS LAST REPORT			
2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	OCTOBER	672.0	118	JANUARY	765.2	116
	NOVEMBER	736.9	123	FEBRUARY	666.1	113
	DECEMBER	846.3	135	MARCH	755.5	121

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED
DOES NOT APPLY		
2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED
DOES NOT APPLY		

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

NONE

Unit Patrol Squadron Forty-Eight	Period Covered (From - To) 1 April- 31 Sept., 1966
Signature of Commanding Officer or authorized representative <i>C.O. Robins</i> C.O. ROBINS, CDR, USN	Date Forwarded 12 October, 1966

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and forward original to the Office of the Chief of Naval Operations, Op-05A5G, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.	NO CHANGE	
2. Commanding Officer C.O. ROBINS, CDR, USN.	C.O. relieved if command changed this period W.M. SHAVER, CDR, USN.	Date of change 26 April, 1966
3. PERSONNEL ON BOARD	AVIATORS	AIR PILOTS
At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.	OFFICER 40	20
	ENLISTED 354	354
	CIVILIAN 0	0

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

SAME

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

COMMANDER FLEET AIR WING FOURTEEN

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
1 APRIL-31 SEPT 66	U.S. Naval Air Station, North Island, San Diego, California
1 APRIL-27 SEPT 66	6 crew detachment at U.S. Naval Station, Sangley Point, Republic of the Philippines

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

1. MARKET TIME	4-66 to 7-66	AV AIR PATROL GROUP (CTG 72.5)
2. ASWEX	7-10 on 8 MAY	COMDESRON FIVE (CTG 70.9)
3. OPERATION SEA IMP	JUNE 1966	SEATO
4. EXERCISE BELAYING PIN	11-13 JULY	COMFIRSTFLT (CTF 11)
5. EWEX	16-66 on 26-27 JULY	COMTRAPAC
6. SUBASWEX	3-66 on 1-3 AUGUST	COMSUBPAC
7. EXERCISE EAGER ANGLER	13-15 SEPTEMBER	COMFIRSTFLT (CTF 11)

g. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

Flight and ground support personnel received the Vietnam Service Medal for participation in "Market Time" operations within the Vietnam Defense Zone.

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced, special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

While the six home-based crews of Patrol Squadron Forty-Eight conducted training, flew operational flights and participated in First Fleet exercises, our detachment seven thousand miles away was serving a twofold purpose. Under the operational control of Fleet Air Wing Eight (CTG 72.3) Patrol Squadron Forty-Eight Det. (CTU 72.3.3) provided ASW coverage and air surveillance of merchant shipping in the South China Sea. Additional units of our detachment were patrolling the Vietnam coast to prevent enemy infiltration of arms and supplies.

The Detachment deployed for extended tender operations from seadromes established in -

- (1) Cam Ranh Bay, Vietnam flying "Market Time" patrols.
- (2) Buckner Bay, Okinawa under the operational control of Commander Task Force 72

One flight crew and associated ground personnel were rotated on a monthly basis to our WESTPAC detachment until August, 1966 when orders were received to disestablish Patrol Squadron Forty-Eight Det. On 27 September the detachment was officially dissolved and for the first time in twelve months personnel of VP-48 were re-united at North Island Naval Air Station, San Diego, California.

Unit

Period Covered (From - To)

Period Covered (From - To)
1 April- 31 Sept., 1966

PART II - SHIPS

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

[illegible]

2. AIR UNITS ON BOARD OR TENDED (Omit component squadrons when an Air Group is on board.)

PERIOD	UNIT	PERIOD	UNIT
	DOES NOT APPLY		

3. Miles steamed

4. Ship's fuel consumed

Aviation fuel consumed

CARRIER LANDINGS AND CATAPULT LAUNCHINGS: Give date upon which even thousands were reached, cumulative from original commissioning when possible, but if from other event as recommissioning or conversion, should so state. May include a breakdown as desired. For some numbers it will be of interest to note, also, the air unit, plane type, and pilot involved.

5. Carrier Landings

6. Catapult launchings

DOES NOT APPLY

DOES NOT APPLY

PART III - WINGS AND GROUPS: List units on board, including detachments; give dates when only part of report period is involved, otherwise use "entire" or "all".

[illegible]

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED	NUMBER ON HAND	DATE FIRST RECEIVED
SP-5B	5	SAME AS LAST REPORT

2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	APRIL	612	116	JULY	609	121
	MAY	576	98	AUGUST	579	115
	JUNE	503	105	SEPTEMBER	201	51

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED
DOES NOT APPLY		
2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED
DOES NOT APPLY		

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

NONE

Period Covered: (From - To)

1 OCT 1964 to 31 MAR 1965

Date Forwarded _____

12 April 1965

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

C.O. relieved if command changed this period

Date of change

3. PERSONNEL ON BOARD

OFFICER

AVIATORS

AIR PILOTS

OTHER

TOTAL

1.2

ENLISTED



286

286

CIVILIAN



0

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

Antisubmarine Warfare

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

Commander Fleet Air Wing FOURTEEN

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

[illegible]

7. *Participation in special exercises, operations, and operational tests* (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

23 Feb - 12 March 1965: OPERATION SILVER LANCE, COMFIRSTFLT OP-ORDER 303-65. VP-50 conducted ASW search, reconnaissance, and screening.

8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals; and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. (Give dates of awards and events; claims for "firsts" are meaningless without a date.)

None.

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

During the period of this report, Patrol Squadron FIFTY conducted Antisubmarine Warfare Operations, shipping surveillance and reconnaissance patrols. Flight operations were conducted from the U.S. Naval Air Station, North Island, San Diego, California, under the operational and administrative control of Commander Fleet Air Wing FOURTEEN.

On 18 January 1965 through 20 January 1965, Patrol Squadron FIFTY held its Administrative/Material Inspection.

On 19 March 1965, the Squadron commenced its Operational Readiness Inspection (ASW Phase) making five "kills" out of eight flights.

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FILE COPY
AVIATIC HISTORY UNIT

AVIATION HISTORICAL SUMMARY
OPNAV FORM 5750-2 (REV. 4-60)

See effective edition of OPNAVINST 5750.8

OPNAV REPORT 5750-3
PAGE 1 OF 4

Unit

Patrol Squadron FIFTY

Period Covered (From - To)

1 April '65 to 30 September '65

Signature of Commanding Officer or authorized representative

H.B. LANSDEN

Date Forwarded

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and, forward original to the Office of the Chief of Naval Operations, Op-05A5G, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

2. Commanding Officer

CDR H. B. LANSDEN

C.O. relieved if command changed this period

CDR W. A. VAN TRAIN

Date of change

22 June 1965

3. PERSONNEL ON BOARD

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

OFFICER

AVIATORS

AIR PILOTS

OTHER

TOTAL

38

18

56

ENLISTED

302

302

CIVILIAN

1

1

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

Antisubmarine Warfare

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

Commander Fleet Air Wing FOURTEEN 1 Apr to 27 Aug, Commander Fleet Air Wing TEN 27 Aug to 9 Sep 1965 (See Sect. NINE)

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
1 April 1965 to	
25 August 1965	U.S. Naval Air Station, North Island, San Diego, California
26 August 1965 to	U.S. Naval Station, Sangley Point, Republic of the Philippines
30 September 1965	

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

CONFIDENTIAL

COMVUEX 16-65 JULY 13-15 1965

VP-50 participated in the evaluation of night illumination of high speed surface craft using paraflares dropped from patrol aircraft. After illumination of the target, attack aircraft were vectored to the target by controlling surface vessels or airborne controllers for an attack.

DECLASSIFIED

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8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

COMNAVAIRPAC Ltr 26 May 1965:

Patrol Squadron FIFTY received the COMNAVAIRPAC Quarterly Aviation Safety Award for the first quarter calendar year 1965.

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

Sect FIVE Cont'd - 10 Sep to 30 Sep 1965 Commander Fleet Air Wing TEN

During the period of this report, Patrol Squadron FIFTY conducted Antisubmarine Warfare Operations, shipping surveillance and reconnaissance patrols. The squadron conducted advanced base operations from 8 June to 11 June 1965 aboard USS PINE ISLAND (AV-12) at Holmes Harbor, Washington. The squadron was administered an Operational Readiness Inspection during three periods from March through June. The ASW phase was conducted during two periods, 19 MAR to 23 MAR 1965 and 2 JUN to 6 JUN 1965. Twelve crews participated. The 48 hour phase was conducted on 16-17 June 1965. The chief inspector was Commander Fleet Air Wing FOURTEEN. Squadron drills and adherence to NATOPS during the inspection were graded as EXCELLENT. A training flight for liaison with Canadian Maritime Patrol Squadron 407 at Comox, B.C. was conducted during June. During the period 21 July 1965 through 23 July 1965, Patrol Squadron FIFTY was given an administrative/material inspection by Commander Fleet Air Wing FOURTEEN. The overall adjective grade was EXCELLENT. Flight operations were conducted from the U.S. Naval Air Station, North Island, San Diego, California under the operational and administrative control of Commander Fleet Air Wing FOURTEEN until 25 August 1965. On that date, the squadron deployed to U.S. Naval Station, Sangley Point, Republic of the Philippines, and came under the operational **control of Commander Fleet Air Wing TEN. On 26 August 1965 the squadron began flying operational missions from the Naval Station Sangley Point and from the USS CURRITUCK (AV-7). Reconnaissance patrols were flown from the USS CURRITUCK, covering the Taiwan Straits area, and from the Naval Station Sangley Point, over the South China Sea. On 1 September a search and rescue mission was launched to give aid to the distressed French freighter ARISNOE which had run aground on Scarborough Shoals in the South China Sea. On 6 September operations ceased at AV-7 and the squadron continued the South China Sea patrols from the U.S. Naval Station Sangley Point. The squadron flew 9 sorties in support of combined operations with the Republic of China naval units, a submarine and United States Navy destroyers in the Taiwan Straits. The squadron flew 31 antisubmarine warfare training flights. The Pescadores seadrome in the Pengus Islands was exercised with the USS CURRITUCK on 10 and 11 September.

**DENOTES AREA CLASSIFICATION FOR REMAINDER OF PARAGRAPH.

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AVIATION HISTORICAL SUMMARY - C. CONTINUED
OPNAV FORM 5750-2 (REV. 4-60)

OPNAV REPORT 5750-3
PAGE 3 OF 4

Unit 1

Period Covered (From - To)

PART II - SHIPS

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

2. AIR UNITS ON BOARD OR TENDED (Omit component squadrons when an Air Group is on board.)

3. Miles steamed

4. Ship's fuel consumed

Aviation fuel consumed

CARRIER LANDINGS AND CATAPULT LAUNCHINGS: Give date upon which even thousands were reached, cumulative from original commissioning when possible, but if from other event as recommissioning or conversion, should so state. May include a breakdown as desired. For some numbers it will be of interest to note, also, the air unit, plane type, and pilot involved.

5. Carrier landings

6. Catapult Launchings

PART III - WINGS AND GROUPS: List units on board, including detachments; give dates when only part of report period is involved, otherwise use "entire" or "all".

PERIOD	SUBORDINATE UNITS	PERIOD	SUBORDINATE UNITS

DECLASSIFIED

~~DECLASSIFIED~~
~~DOWNHILL~~

CONFIDENTIAL

CONFIDENTIAL - 85005

10 MAY 1966

Unit

Patrol Squadron FIFTY

Signature of Commanding Officer or authorized representative

Period Covered (From - To)

30 Sept 1965 to 1 April 1966

Date Forwarded

H. B. LANSDEN

DIRECTIONS: Complete in duplicate semi-annual periods ending 31 March and 30 September, retain copy and, forward original to the Office of the Chief of Naval Operations, Op-05ASG, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

2. Commanding Officer

C.O. relieved if command changed this period

Date of change

CDR. H. B. LANSDEN

3. PERSONNEL ON BOARD

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

OFFICER

AVIATORS

AIR PILOTS

OTHER

TOTAL

ENLISTED

CIVILIAN

38

19

57

382

382

0

0

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

ANTISUBMARINE WARFARE

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

Commander Fleet Air Wing TWO to 2 Jan 1966

Commander Fleet Air Wing EIGHT to 14 March 1966

Commander Fleet Air Wing FOURTEEN to 1 April 1966

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
30 Sept 1965 to 14 March 1966	U.S. Naval Station, Sangley Point, Republic of the Philippines
14 March 1966 to 1 April 1966	U.S. Naval Air Station, North Island, San Diego, California

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

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8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

Patrol Squadron FIFTY aircrews were entitled medals for Vietnam service from 1 Sept 1965 to 14 March 1966.

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

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During most of the period covered by this report, Patrol Squadron FIFTY was deployed to Naval Station Sangley Point, Luzon, Republic of the Philippines as a unit of the U.S. SEVENTH Fleet. The squadron served aboard the USS Salisbury Sound (AV-13) and the USS Pine Island (AV-12) at Buckner Bay, Okinawa and Cam Ranh Bay, Republic of South Vietnam. CTG 72.5 and CTG 72.9 were the squadron's operational commanders while aboard. The squadron flew 162 Market Time sorties of which 30 encountered small arms ground fire and aircraft were hit by fire on ten occasions. Operations at Sangley Point were under the operational control of COMPHILAIRPATGRU (CTG 72.3). The squadron's assigned missions were primarily in two categories: Ocean Surveillance Air Patrols in the South China Sea and Taiwan Straits and Market Time anti-infiltration patrols in Vietnam. A number of special surveillance contacts came as a result of the OSAPS. Communist Chinese and USSR Naval vessels and trawlers were located, reported and tracked. Training flights accounted for 350 hours of valuable VP/SS training. VP-50 operated in Vietnam during the following periods: 10 Oct - 5 Nov; 29 Nov - 12 Dec, of 1965; 15 Jan - 14 Feb; 4 Mar to 14 Mar of 1966. Squadron aircraft participated in Exercise GILLNET during 5 - 8 Feb, 1966. On 14 Mar 1966 Patrol Squadron FIFTY was relieved by Patrol Squadron FORTY and returned to NAS North Island under the operational and administrative control of Fleet Air Wing FOURTEEN. During the period 14 March to 1 April, the squadron accepted aircraft at NAS North Island and began the post-deployment leave period.

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PART IV - SQUADRONS

1. TYPE A/C ASSIGNED	NUMBER ON HAND	DATE FIRST RECEIVED
SP5B	12	26 Aug 1965 at NAVSTA Sangley Pt.
	10	8 March 1966 at NAS North Island

2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	October	1201	157	January	1055.0	143
	November	776	145	February	973.0	147
	December	1004.0	160	March	302.2	66

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED
2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

Unit

Patrol Squadron FIFTY

Period Covered (From - To)

1 April 1966 to 30 Sept 1966

Signature of Commanding Officer or authorized representative

O. A. KIDD

By direction

Date Forwarded

8 October 1966

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and forward original to the Office of the Chief of Naval Operations, Op-05A5G, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

2. Commanding Officer

CDR. H. R. PURDY

G.O. relieved if command changed this period

CDR. H. B. LANSDEN

Date of change

21 June 1966

3. PERSONNEL ON BOARD

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

	AVIATORS	AIR PILOTS	OTHER	TOTAL
OFFICER	41		22	63
ENLISTED			356	356
CIVILIAN			0	0

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

Antisubmarine Warfare

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

Commander Fleet Air Wing FOURTEEN 1 April 1966 to 25 August 1966

Commander Fleet Air Wing TEN 26 August 1966 to Present

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
1 Apr - 22 Aug 1966	U.S. Naval Air Station, North Island, San Diego, California
23 Aug - Present	U.S. Naval Station, Sangley Point, Republic of the Philippines

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

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DECLASSIFIED AFTER 12 YEARS
DOD DIRECTIVE 5200.10

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AVIATION HISTORICAL SUMMARY
OPNAV FORM 5750-2 (REV. 4-60)

OPNAV REPORT 5750-3
PAGE 2 OF 4

8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

During the period of this report, Patrol Squadron FIFTY conducted Antisubmarine Warfare Operations, shipping surveillance and reconnaissance patrols. An Operational Readiness Inspection (ORI) of Patrol Squadron FIFTY was conducted during the periods 2-3 June for the ASW portion and 13-15 July for the seventy-two hour phase which was conducted from the U.S. Naval Air Station, North Island, San Diego, California. As a result of the inspection the readiness of Patrol Squadron FIFTY to perform its operational missions and tasks was evaluated as good with a grade of 82.5% assigned. The squadron Administrative and Material Inspection was conducted on 30 June 1966. The over-all adjective grade for the squadron was good. Flight operations were conducted from North Island under the operational and administrative control of Commander Fleet Air Wing FOURTEEN until 22 August 1966. On that date, the squadron deployed to U. S. Naval Station, Sangley Point, Republic of the Philippines, and came under the operational control of Commander Fleet Air Wing TEN. On 26 August 1966 the squadron began flying operational missions from the Naval Station Sangley Point covering the South China Sea. The squadron began advanced base operations with the USS CURRITUCK (AV-7) 3 September 1966, flying anti-infiltration combat patrols in support of the Market-Time Operation off the coast of the Republic of South Vietnam. The squadron flew 101 missions in support of this effort which ended 27 September 1966.

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OPNAV FORM 5750-2 (REV. 4-60)

OPNAV REPORT 5750-3
PAGE 3 OF 4

Limit

Patrol Squadron FIFTY

Period Covered (From - To)

1 April 1966 to 30 Sept 1966

PART II - SHIPS

1. GEOGRAPHICAL LOCATION: Daily location positions not required. Note dates in and out of U.S. ports and general operating area in between as: Mediterranean, Caribbean, Hawaiian, West Pac, etc. For daily or frequent operations out of one port, use the term "Operating out of".

[illegible]

2. AIR UNITS ON BOARD OR TENDED (Omit component squadrons when an Air Group is on board.)

PERIOD	UNIT	PERIOD	UNIT

3. Miles steamed

4. Ship's fuel consumed

Aviation fuel consumed

CARRIER LANDINGS AND CATAPULT LAUNCHINGS: Give date upon which even thousands were reached, cumulative from original commissioning when possible, but if from other event as recommissioning or conversion, should so state. May include a breakdown as desired. For some numbers it will be of interest to note, also, the air unit, plane type, and pilot involved.

S. Carrier landings

6. Catapult launchings

PART III - WINGS AND GROUPS: List units on board, including detachments; give dates when only part of report period is involved, otherwise use "entire" or "all".

[illegible]

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CONFIDENTIALAVIATION HISTORICAL SUMMARY CONTINUED
OPNAV FORM 5750-2 (REV. 4-60)OPNAV REPORT 5750-3
PAGE 4 OF 4

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED		NUMBER ON HAND		DATE FIRST RECEIVED		
SP5B		16		August 1956		

2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS
	April	124	89	July	478	124
	May	534	120	August	431	88
	June	496	113	September	1090	158

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED

2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

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1966

UNITED STATES PACIFIC FLEET
PATROL SQUADRON FIFTY
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA 96601

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REPORT SYMBOL 5750-1

From: Commanding Officer, Patrol Squadron FIFTY
To: Chief of Naval Operations (OP-05A5G)

Subj: Command History; submission of

Ref: (a) OPNAVINST 5750.12
(b) Reference ~~our~~ last history report ending 30 SEPTEMBER 1966

Encl: (1) Patrol Squadron FIFTY Command History, 30 Sep 66 to 30 Jan 67
(2) Documentary Annexes

1. Enclosures (1) and (2) are submitted in compliance with reference (a).

H. R. Purdy
H. R. PURDY

Copy to:
Chief of Naval Operations (OP-09B9)
COMFAIRSDIEGO

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30 Sept 66 - 31 Jan 67

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PATROL SQUADRON FIFTY COMMAND HISTORY

A. During the period of this report, Patrol Squadron FIFTY continued to operate from Naval Station Sangley Point, Luzon, Republic of the Philippines, to which it deployed 22 August 1966. While operating from Sangley Point, the Squadron was under the operational control of Commander, Philippine Air Patrol Group (CTG 72.3) and was designated TU 72.3.1. During the deployment Commander, Fleet Air Wing TEN served as CTG 72.3. Seaplane tender operations were under the command of CTG 72.5 and CTG 72.9. The squadron was involved in two major areas of operation: (1) Ocean Surveillance Air Patrols flown over the South China Sea to locate and track unfriendly shipping, and (2) anti-infiltration combat patrols in support of Market Time operations off the coast of the Republic of South Viet Nam. The squadron operated from seaplane tenders situated at Cam Ranh Bay, R.V.N., and Buckner Bay, Okinawa. The seaplane tenders involved were the USS SALISBURY SOUND (AV-13) and the USS CURRITUCK (AV-7). On 6 January, 1967, SG-13, BUNO 135525, crashed while on a routine training flight, killing all 10 men aboard. The cause of the accident was not determined.

B. Command Organization and Relations.

1. Commanding Officer, Commander H. R. Purdy, USN, 30 Sept. 66 to 31 Jan. 67
2. Port of deployment: Naval Station, Sangley Point, Republic of the Philippines.
3. Mission and function of command: Antisubmarine Warfare
4. Composition of Command:

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a. Aircraft

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Side No.	Buno	Side No.	Buno
SG-1	135487	SG-8	135517
SG-2	147926	SG-9	135493
SG-3	140147	SG-10	137847
SG-4	135526	SG-11	141252
SG-5	135479	SG-12	135515
SG-6	135537	SG-14	135475
SG-7	135502		

b. Personnel

Officers, flight	55	
Officers, non-flight	<u>3</u>	
	58	Total
Enlisted, flight	136	
Enlisted, non-flight	<u>191</u>	
	327	Total

C. OPERATIONS

Patrol Squadron FIFTY's advance party arrived at Naval Station Sangley Point on 12 August 1966, and began transferring aircraft from Patrol Squadron FORTY. On 19 August 1966, Patrol Squadron FIFTY began operations with its first Ocean Surveillance Air Patrol (OSAP). The squadron's main body began arriving on 22 August. Patrol Squadron FIFTY's first deployment to an advanced base came on 3 September 1966 with seven aircraft being deployed to Cam Ranh Bay, Republic of Viet Nam. Squadron aircraft immediately began flying Market Time patrols off the coast of South Viet Nam. The mission was to conduct visual and radar surveillance of the entire coast from the De-Militarized Zone to the Cambodian border to prevent infiltration of supplies and personnel from the sea. This first advanced base deployment ended 27 September with all aircraft returning to Sangley Point. During the periods between advanced base deployments,

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the squadron operated out of Sangley Point flying mostly OSAP's over the South China Sea. Anti-Submarine Warfare training was also conducted both during periods of deployment and when all aircraft were at Sangley Point. The squadron's next deployment to Cam Ranh Bay began 7 October 1966 and ended 27 October 1966. Market Time patrols were again flown during this period. All squadron aircraft were at Sangley Point from 27 October until 15 November at which time five aircraft were deployed to Buckner Bay, Okinawa. While at Buckner Bay, the squadron flew patrols in the Taiwan Straits off the coast of the Chinese communist mainland. The five aircraft returned to Sangley Point on 26 November 1966 and the entire squadron remained there until 30 November. On this date seven squadron aircraft again deployed to Cam Ranh Bay and conducted Market Time operation until 17 December 1966. The aircraft then returned to Sangley Point where they remained until the next Cam Ranh Bay deployment which began 18 January 1967 and is expected to terminate 5 February 1967.

D. Special Topics.

1. Operational Statistics.

The following table gives a monthly breakdown of the hours flown and the number of sorties for each type of mission:

MONTH	OSAP SPECIAL SURVEILLANCE/SORTIES	MARKET TIME/ SORTIES	OTHER	TOTAL HOURS SORTIES
OCTOBER	237.3/28	706.3/97	137.4/53	1081/178
NOVEMBER	418.9/41	28.5/6	255.6/82	703/129
DECEMBER	171.3/15	571.5/77	267.2/77	1010/169

Operational statistics for the period 1 January-30 September 1966 were submitted by reference (b).

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a. Sonobuoy expenditure (Oct. - Dec.)

SSQ-23 32 SSQ-41 13

SSQ-28 70 SSQ-15 4

b. JATO takeoffs

October 94

November 66

December 118

thru January 15 35

Total 426

2. Maintenance and Performance of Material

a. Due to the unique system set up within the SP-5B aircraft squadrons whereby the entire squadron of aircraft and their logs are transferred between commands, a full year of reporting is impossible. However, a three or four month condensation of maintenance problems and procedures should give an outline of the past performance for the year. Full reporting under the Standard Navy Maintenance and Material Management System (3M) commenced officially on 1 October 1966. Man hour reporting and recording has been fully maintained since that time. The aircraft logs have been available since 3 September 1966 when the aircraft were officially transferred to this command from Patrol Squadron FORTY.

b. A new feature in the Maintenance Department was created by the acquisition and installation of 15 telephones in a closed circuit system throughout the squadron to increase the efficiency and effectiveness of the 3M system. The results have been outstanding.

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c. For the last several years, a history of excessive Sundstrand torque limiter disconnect unit failures have been recorded by the SP-5B aircraft squadrons. In the three month period ending in December, this squadron experienced 24 torque limiter changes and many more disconnected for various reasons. Voluminous correspondence has been initiated on the safety of flight aspects of this engineering deficiency resulting in a proposed AFC # 494 to alleviate many of the discrepancies, however this change still remains unincorporated. In view of flight safety and the shortage of skilled maintenance personnel, this squadron and the Navy can ill afford to continue to delay the installation of the proposed change.

d. Noteworthy items within the realm of the Maintenance Department during the current deployment have been the change of eleven (11) R3350-32WA aircraft engines, with metal contamination being the major malfunction with a total of six (6). Two (2) engines were changed for high time. Eighteen (18) propellers have been replaced thus far, with the greatest number (6) having cracked blades. Ten (10) auxillary power units have been changed, however no specific discrepancy or trend has been observed.

e. Corrosion control remains an area of considerable significance in the maintenance of the SP-5B. In a four (4) month period ending in December, this squadron recorded over 9700 man hours combating this problem area. As yet, a suitable paint has not been procured that does not blister or peel, exposing the metal to the elements. A new "X-Cote" paint has been applied to the hull of BUNO 147926 and is currently under study. A close inspection will be made upon the completion of operations with the seaplane tender to determine the paint's ability to withstand salt water immersion for an extended period.

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f. The major problems encountered by the Electric Branch were centered around AC generators and regulators. Thirty five AC generators were replaced and 15 received from supply were found to be defective before installation. Thirty-one AC regulators were replaced and 4 received from supply were found to be defective before installation. In addition, the following numbers of replacements were made:

11 DC generators	10 landing lights	19 search lights
20 DC regulators	12 cowl flap actuators	

3. Intelligence Collected.

The bulk of intelligence collected by Patrol Squadron FIFTY were in the areas of Electronic Countermeasures and Photography. The squadron submitted 32 intercepts, all collected on OSAP's and Market Time patrols, to the PACOM Elint Center for evaluation. The excellent quality of photographs of bloc ships has been favorably commented on by operational commanders.

4. Communications.

Communications traffic was high during the period of this report. Routine traffic from CONUS has taken 2-4 days for receipt. Emphasis has been placed on the effective use of RATT (Radio Airborne Teletype) as the primary means of in-flight operational communications. RATT reliability has risen to 68% for each flight. Some problems existed in maintenance of the RATT gear, and it was observed that the ARC 38 frequency stability was often unsatisfactory for teletypewriter applications. Badly needed ARC-94 radio teletypewriter compatibility kits have not yet become available for SP-5B aircraft installation.

5. Casualties.

On 6 January 1967, SG-13, BUNO 135525, crashed in the South China Sea 30

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west of Corregidor, just outside the mouth of Manila Bay. The cause of the accident could not be determined. All 10 men aboard were killed. The deceased are as follows:

LT. David Ashby Stephens, USN	ATN3 Larry James Creighton, USN
LTJG Gary Lee Howell, USNR	ATR3 Paul Michael Goslin, USN
LTJG Jack Morton Morris, USNR	AE3 William Richard Gunter Jr., USN
AX2 David Fyke Lewis, USN	AT3 Charles Marcel Goetz, USN
AMS3 Everett Nelson Whitmire, USN	AOAN Ronny Lynn Steen, USN

6. Personnel.

Patrol Squadron FIFTY's personnel manning level is considered adequate. Reenlistment rate of 11.8% for first term personnel is almost exactly that of the CNAP average. This is considered good in light of the squadron's current deployment cycle of six months in CONUS for each six months deployed. There have been no significant legal problems.

7. Community Relations.

On 22 December 1966, a representative group of men from Patrol Squadron FIFTY travelled to Tala, north of Manila in the Philippines, and gave a Christmas party for the children of the orphanage there. (For further information see news release included in documentary annexes section.)

8. Awards.

Patrol Squadron FIFTY received the COMNAVAIRPAC Quarterly Aviation Safety Award for the second quarter of the calendar year 1966. The squadron completed 1191.9 flight hours during that period with no aircraft accidents.

9. Distinguished Visitors.

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The squadron was visited by Vice Admiral Hyland, Commander U.S. SEVENTH Fleet, on 9 October 1966 and on 10 December 1966. Vice Admiral Hyland came on board and flew on an operational mission in a P-5 with one of Patrol Squadron FIFTY's crews in each case. (For additional information see news release included in documentary annexes section.)

E. Conclusion.

It is anticipated that Patrol Squadron FIFTY will be relieved on deployment at Naval Station Sangley Point in February 1967. This relief will summon an end to one of the last full deployments of a Navy seaplane patrol squadron. For the past fifteen years the Martin P-5 Marlin has served the Fleet as an antisubmarine and surveillance patrol aircraft, and with various seaplane tenders has helped form a mobile air patrol force which has been dependent only upon the availability of a bay from which to operate. In recent years, more advanced landbased aircraft have been developed and their capabilities have surpassed those of the P-5. The Navy has therefore decided it best to transition its last three seaplane squadrons, Patrol Squadron FORTY, FORTY-EIGHT, and FIFTY, to the more advanced landbased aircraft. This transition will signal an end to an era, that of largescale Navy seaplane operations. At the same time it will signal an end to the Navy's mobile capability as far as airborne patrol is concerned. Patrol aviation will now be obliged to depend completely upon large support establishments with expensive equipment and runways, all of which take months of preparation before operations can commence. It is therefore, with mixed emotions that the officers and men of Patrol Squadron FIFTY prepare to

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E. Conclusion. (continued)

give up their old "bird." There's joy at the thought of flying in a new, modern and more comfortable aircraft, yet there's pride and perhaps a little melancholy as having been a part of the last frontier of Navy seaplane operations.

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HISTORY OF PATROL SQUADRON FIFTY

Patrol Squadron FIFTY was originally commissioned VP-892, a reserve squadron home ported at NAS San Point, Seattle, Washington. The squadron flew the EBY-5A Catalina during this period.

The Korean conflict actually gave birth to the squadron as an active duty unit. Patrol Squadron 892, later to become Patrol Squadron FIFTY, was activated to assist in meeting the demands for increased forces during that period.

The squadron moved to San Diego and transitioned to the PBM Mariner, in 1951. Shortly thereafter the squadron began its first deployment as an active duty squadron, this time in Iwakuni, Japan. After two additional deployments, the squadron was redesignated Patrol Squadron FIFTY.

The cessation of hostilities in Korea saw Patrol Squadron FIFTY as a regular member of the U. S. SEVENTH Fleet. The squadron was assigned a home port of NAS Alameda, California, and placed on the regular WESTPAC deployment schedule. Upon return of the squadron from one of these deployments, it was given a new home and a new seaplane. In August 1956, NAS Whidbey Island, Washington, saw VP-50 and its new P5M-1 Martin "Marlin" for the first time. The transition to the Marlins signal the end of an era for Naval Aviation. VP-50 was the last operational squadron in the Pacific Fleet to fly the old PBM "Mariner".

During the remainder of the 1950's, VP-50 was engaged in a continuous cycle of WESTPAC deployments, fulfilling its mission of anti-submarine warfare and patrol across the Pacific from Whidbey to Japan to the Philippines.

In May 1960, there was a radical change in this cycle when VP-50 deployed to MCAS Iwakuni, Japan to be stationed permanently there in new P5M-2's.

From 1960 until 1964 the squadron was stationed at Iwakuni. On June 30, 1964, the home port of Patrol Squadron FIFTY was changed to NAS North Island, San Diego, California. For three years the squadron made its home at NAS North Island and made periodic deployments to NAVSTA Sangley Point, Republic of the Philippines.

In the summer of 1967 Patrol Squadron FIFTY received orders to proceed to a new home port and to transition to a new aircraft. NAS Moffett Field soon became the squadron's sixth home port in its history and the Lockheed P3A Orion became the fourth different aircraft to be flown by the squadron.

The move to NAS Moffett Field helped signal the end of another era in naval aviation. Patrol Squadron FIFTY made the last full operational deployment in the P-5 and was one of the last squadrons to fly the old seaplane. The 1967 transition brought the squadron its first land based aircraft in its history.

The squadron completed a very successful six months deployment to Naval Station Sangley Point, Republic of the Philippines in November 1968 during which it also operated out of Naval Air Facility Cam Ranh Bay, Republic of Viet Nam.

Now, after an eight month training cycle at Moffett Field, VP-50 has once again deployed, to NAF Naha, Okinawa.

Patrol Squadron FIFTY's present Commanding Officer is Commander C. K. ANDERLE

Patrol Squadron Fifty

News Release

FOR IMMEDIATE RELEASE

FOR IMMEDIATE RELEASE

VICE-ADMIRAL HYLAND, COMMANDER U. S. SEVENTH FLEET VISITS PATROL SQUADRON FIFTY

Vice-Admiral HYLAND, Commander, United States 7th Fleet, began and ended his visit to Patrol Squadron FIFTY with a warm smile and a friendly handshake. Vice-Admiral HYLAND came on board at 0630, 9 Oct. 1966 to launch on an operational mission in the squadron's SP5B Martin "Marlin" with Lt. R. A. Kelly of crew seven. Upon the return of the flight, Vice-Admiral HYLAND was presented an inscribed plaque and a crew cap with Patron FIFTY monogrammed on it and a set of Crew 7 wings placed thereon.

The following message was received by Patrol Squadron FIFTY from COMSEVENTHFLT:

It was a pleasure to fly with Lt. Kelly and his fine crew and to observe the professional skill, enthusiasm and dedication with which they performed the patrol on Sunday 9 October. The flight not only brought back many memories of the time I was a seaplane commander flying out of Sangley twenty five years ago, but helped to give me some appreciation of your important contribution to the war and difficult conditions under which you work, I am proud to be an honorary crew member in your squadron, and I want to wish you the best of luck as you keep up the good work in support of the SEVENTH Fleet.1....VADM John Hyland

THIS PATROL SQUADRON FIFTY NEWS RELEASE OFFICIALLY CLEARED FOR IMMEDIATE RELEASE BY:

(b) (6)

Patrol Squadron Fifty

News Release

FOR IMMEDIATE RELEASE

FOR IMMEDIATE RELEASE

Christmas time has come and gone again and as wonderful as it was, most people probably found it to be much the same as most of the Christmases of the past.

But for one particular group of men, Christmas 1966 will not soon be forgotten. This group of men, all attached to Patrol Squadron FIFTY, a unit of the U.S. SEVENTH Fleet based at Sangley Point in the Philippines, travelled to Tala, north of Manila, and gave a Christmas party for the orphans there.

The orphan children of Tala are there by a rather unusual twist of fate. They are the children of lepers. At birth, the children are separated from their parents and are cared for at the Tala orphanage.

Tala itself is a small town established primarily for the comfort and care of people afflicted with leprosy. The town contains a church, a school system and one of the few colleges for lepers in the world. Therefore much of the town's citizenry live almost ordinary lives. The children, however, are not allowed to be with their parents during their first few years of life.

Patrol Squadron Fifty

News Release

FOR IMMEDIATE RELEASE

FOR IMMEDIATE RELEASE

It was for these children that Patrol Squadron FIFTY gave the party. Ice cream, cake and gifts were gathered and transported to Tala. When the Navy men arrived at Tala, they were greeted, much to their surprise and delight, with a special program prepared by the children. The program consisted of a charming group of songs, poems and dances. Shortly after the program ended, the party began.

Christmas music flowed from the orphanage plaza and soon most of the excited little faces were covered with cake and ice cream.

Most of the children, being quite young, speak and understand very little English. But they were quite successful in getting their most important question across to their Navy hosts; "where is Santa Claus?"

Just as the last plates were being licked clean of the goodies which had so recently been piled upon them, old Santa himself came strolling down the walkway. All the excitement immediately began anew. This time the excitement was not about cake and ice cream, but about the bouncing balls and coloring books Santa gave out. Later in the afternoon Santa had to depa

depart and it was time for the party to be over.

The orphans of Tala, being ordinary children in most respects, will likely forget the Christmas party given them by Patrol Squadron FIFTY. Their memories of the party will eventually merge with memories of other parties, past and future.

For the officers and men who hosted the party, however, it was a day to remember. For them it was an extremely rewarding and satisfying experience. They are not likely to soon forget Christmas 1966.

FORWARDED FOR RELEASE

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LTJG

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Public Affairs Officer